





## Intimations.

**DAKIN BROS. OF CHINA, LIMITED,**  
DISPENSING CHEMISTS.

WINE AND SPIRIT DEPARTMENT.

WHISKY, SCOTCH, F. O. S. DAKIN.

A blend of the finest Whiskies produced in Scotland, fully matured in wood before bottling. White Capsule \$10 per dozen, \$1 per bottle.

**BENAVON.**—A perfectly pure clean spirit with a distinct peat taste; entirely free from fusel oil or other deleterious substance.

Square bottle, Gold Capsule, \$7 per dozen, 65 cents per bottle.

**DAKIN BROS. OF CHINA, LIMITED.**

(Telephone No. 60.)

No. 22 & 24, QUEEN'S ROAD CENTRAL.  
Hongkong, 20th October, 1890.



BY APPOINTMENT.

**A. S. WATSON & CO., LD.**

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED  
WATERS.

Our New Factory has been recently refitted with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best English Makers.

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

### LARGE BOMBAY "SODAS"

We continue to supply large bottles of our famous *fruits of Extra Charge*, to those of our Customers who prefer to have them in the ordinary size.

**COAST PORT ORDERS.**—Whenever practicable, are despatched by first steamer leaving after receipt of order.

FOR COAST PORTS. Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is:

**"DISPENSARY, HONGKONG."**  
And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

**PURE AERATED WATERS.**

**SODA WATER.**

**LEMONADE.**

**POTASH WATER.**

**SELTZER WATER.**

**LITHIA WATER.**

**SARSAPARILLA WATER.**

**TONIC WATER.**

**GINGER ALE.**

**GINGERADE.**

No Credit given for bottles that look dirty, or greasy, or that appear to have been used for any other purpose than that of containing Aerated Water, as such bottles are never used again by us.

**A. S. WATSON & CO., LIMITED,**  
Hongkong, China, and Manila.

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY

REMINDED THAT ALL Subscriptions must

be paid in advance.

### MARRIAGE.

On the 1st November, at H. I. G. M.'s Consulate, Amoy, before H. I. G. M.'s Consul and afterwards by Rev. J. Macgowan, AGNES FENNING, to J. HANSEN, Secretary to H. I. G. M.'s Consulate, Amoy.

**The Hongkong Telegraph.**  
HONGKONG, THURSDAY, NOVEMBER 6, 1890.

### TELEGRAMS.

#### THE CZAREWITCH.

LONDON, November 4th.

The Czaritch has started for Trieste, and from there proceeds to Greece, Egypt and India.

(From Manila exchanges.)

#### SPAIN.

MADRID, October 23rd.

Small-pox has broken out in Madrid, and some eighty fresh cases are reported daily.

### LOCAL AND GENERAL.

THERE will be a game of polo at Causeway Bay to-morrow afternoon, commencing at 4.30 o'clock.

THE *Amoy Times* says that many tigers are infesting the neighbourhood of Chiew-pau, to the terror of the Chinese there.

THE Superintendent of the P. & O. S. N. Co. informs us that the Company's steamer *Brindisi* left London on the 1st inst., for this port.

WATTS, R.A., formerly the husband of Ellen Terry, has just completed a portrait of Tennyson—the last, Alfred declares, which will ever be painted.

WE are informed by the agents of the Austro-Hungarian Lloyd's S. N. Co. that the Company's steamer *Melpomen*, from Bombay, left Singapore for this port to-day.

"Now, children, who was the strongest man?" asked the Sunday-school superintendent. "John L. Samson!" yelled a little fellow, whose knowledge of sacred and profane history was somewhat mixed.

WE are informed by the agents (Messrs. D. Sassoon, Sons & Co.) that the steamer *Yapan*, from Calcutta, left Singapore to-day for this port.

AN Emergency meeting of Victoria's Preceptory, will be held in Freemasons' Hall, Alfred Street, on Tuesday, the 11th inst., at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

"La Perichole," which Miss Flaisted & Co. will produce at the Theatre Royal this evening, is one of the most sprightly and tuneful operas in their repertoire, and we cannot too strongly recommend our readers to take this opportunity of hearing it.

IN Bisanay and other districts in the Philippines countless numbers of small rats have appeared, destroying the sugar-cane on whole plantations in a single night. A similar phenomenon occurred there a year ago, the vermin disappearing as suddenly as they had come.

TENNISON is hale and hearty at eighty years, and says he expects to write at least one more poem before he stops. He has nominated Lord Lytton as his successor as Poet Laureate, but the Queen, the Prince of Wales, and Lord Salisbury each has a different candidate in view, according to popular report.

AN Australian doctor ably characterises fashionable ladies' dress as unattractively dividing the body into three zones. First the Frigid zone, mid nothing on, just where most wanted. Next the Torrid, under the corset-armour; and thirdly the Temperate. Three climates carried about with you, and how do you expect to be healthy?

At a dinner once Mr. A.—having said something particularly clever, his valet, Mr. B.—remarked: "Don't give him credit for that, sir. Mr. Wilde; it was the wine that said it." "The wine?" exclaimed Oscar; "then, gentlemen, how pleasant it is to reflect that our epigrams are, perhaps, now ripening for us on the vine-covered trellis of some sunny slope in France."

THE Band of the A. & S. Highlanders will play the following programme at the Barrack Square, to-morrow evening, commencing at 7 o'clock:—  
March: "Allons!" "Wald."  
Lancers: "Trial by Jury" "Godfrey."  
Vals: "Mon Reu" "Wald."  
Polka: "Les Sauteres" "Wald."  
Quadrille: "Merry English" "Wald."  
Gallop: "Drunk with Joy" "Wald."

"THE Shipmasters' Handy-Book" is the appropriate title of a very useful little volume compiled and published recently by Captain G. C. Anderson, Marine Surveyor. The work supplies a very evident want that existed for something of the kind in the Far East, and will serve as a convenient book of reference for those who, at times, may be in doubt respecting many matters that often escape the memory of those who "go down to the sea in ships."

A CORRESPONDENT who has been in Athens says that the Greeks are overjoyed at the birth of their Crown Prince, who has been christened Constantine, after his father. There is an old Hellenic prophecy to the effect that Constantine will be succeeded by the Greeks. "By the son of a Prince named Constantine having a fair-haired spouse called Sophia." It happens, surely enough, that the father in this instance is Constantine and that the mother is fair-haired, and is named Sophia. Therefore it is not surprising that the Greeks hail the arrival of the royal heir with every demonstration of delight.

THE anti-lottery and club crusade goes on apace. A *Tai-fa* lottery swell of Wanchai, against whom Inspector Swanton appeared, and two Tsin-ping-shan club managers, arrested by Detective Inspector Quincey last night, had to face the music at the Police Court this morning. In the "club" case Mr. Mossop appeared for the defence and argued the point with Mr. Wodehouse. Result—the *Tai-fa* man got three months, and the gambling club gents were jailed for three months, all with hard labour. It is worthy of note that the furniture and money seized at the club was confiscated, the former being of the most costly description, and the latter totalling up to \$58 and some cents. There's hope for the Treasury yet!

CONCERNING the Marine strike, originating in the desire of the steamship officers to affiliate with the manual-labour and other trade-unions, the Melbourne *Argus*, in a recent leader, writes thus:—"The officers would lower their position by placing themselves on an equal position with their sailors, and the men would consider themselves superior to their officers, and general insubordination must ensue." This sort of official makes us feel more and more tired. Identity of interest is the only perfect guarantee against insubordination. Rebellion can never be fostered by the removal of party feelings. Once establish a common bond of interest between all hands on board, and the misdeeds of an individual will be promptly punished by unanimous condemnation. No officer can lower his position by admitting himself to be simply a man, instead of arguing that he is a specially-designed product of creation. The *Argus* arguments are simply unworthy of consideration.

A CRICKET MATCH will be played between the "Feetles" and the "Duffers" on Friday and Saturday, commencing at 2 p.m. to-morrow. The terms will be:—

**Feetles.** H. E. Wodehouse (Capt.)  
L. Hallward  
H. Woodcock, R.A.  
G. E. Taverner.  
E. L. Hunter.  
Capt. Festing, R.N.  
R. R. Leigh.  
E. H. Grafton, R.N.  
W. V. Anderson.  
H. B. Kirk, (Capt.)  
A. G. Wise.  
A. Lee, R.N.  
A. M. Thomson.  
Major Knight, R.N.  
—Elliot, R.N.  
G. P. Lammer.

THE tax on bachelors, proposed in the French Chamber the other day, is no new thing. It may be of some use to the National Exchequer, but as an incentive to marriage it is ridiculous; no one was ever restrained from matrimony by the thought of taxes, nor is it likely they would be enticed into it by any such consideration. Early in the present century a Bill of this description was introduced into the Legislature of New York, the tax to be levied on all bachelors over twenty-eight years of age, and to be expended in the encouragement of literature among females; but it only met with ridicule and was withdrawn. There is really nothing to be done by the Government against these offenders. Up to middle age they are very merry, but after that they are not to be envied. It is all very well for Bacon (perhaps the most selfish writer that the world has seen), to call the marriage state and its results the "giving hostages to fortune"; but after fifty the bachelor feels very lonely, and begins to boast of his independence; a bad sign, which often precedes his marriage with his cook. Monck Mason derives the very name of bachelor from "*Ego Chevalier*" ("the title 'sir' being suitably appropriated to Bachelors of Arts in the University of Dublin") it must be confessed a low extraction.

THE Ocean Steamship Co.'s steamer *Titan*, from Liverpool, left Singapore for Hongkong this morning, and is due on the 13th inst.

WHILE sowing his wild oats, the Marquis of Hartington one night played three games of draughts for £1000 a game and lost all three. He then cut a pack of cards for £500 a cut, and in the course of a very few minutes dropped £500 more. He never lost for an instant his usual nonchalant air of sleepy indifference. He never got over an occasion when he yawned once during his own speech in Parliament.

THE barque *Walter Stegford*, from Hongkong bound to Foochow, called in at the outer harbour at Amoy last Wednesday morning for provisions after a prolonged and eventful voyage. It seems that the vessel after leaving Hongkong met with a series of typhoons, and was driven some 400 miles to leeward, being the whole of the time under bare poles. When the weather was somewhat moderated and sail could be carried, Captain Lawrence reports that for half a day the vessel passed a large quantity of wreckage, the sea being literally strewn with it.

THE buttons on coat sleeves, it seems, were first put upon the sleeves of soldiers in the British Army, and for a rather peculiar reason. Prior to the buttons soldiers had the filthy habit of drawing their sleeves across their mouths and noses upon every occasion when a pocket handkerchief or a napkin could have been used to a better advantage. As a matter of course the cuff became shiny and defaced. Punishment and reprimand were tried, but they failed to check the habit. As a last resort a board of officers met and unanimously adopted a plan suggested by one of their number, which was "to sew two or three rough beads or buttons upon the top part of the sleeve of every military coat." This had the desired effect. By degrees soldiers, as well as civilians, became more tidy. The buttons were not removed from the sleeves, however, only slid around to the back or under side, where they still linger, a relic of semi-barbarism, an ornament nevertheless.

GOVERNOR Hopetoun has opened up a great deposit of solemn thought, by the statement he made to the House of Representatives, "We expect he has not. At home he is only a peer, and not a very large one either; in Australia he is a deputy-monarch, and feels as if he weighed a ton. Also, he is the Fount of Mercy, which probably agrees with him, and he has a palace and a salary, and the provincial mayors entertain him, and take him round the bone-crushing establishments, and show him 50 tons of old scrap fat and eggs that are waiting to be boiled down, and read him addresses, and he has a good time generally. Governor Hopetoun, however, struck a brighter inspiration still; at the very least he wanted to state that the one thing that he longed for above all other earthly considerations was to be buried there, and sleep in the picturesque local cemetery till the day of resurrection. And the tears came into our eyes when we think that this humble ambition missed fire. He hasn't been buried yet."

### GOVERNMENT CONTRACTORS AGAIN.

Mr. Wodehouse held a Coroner's inquiry at the Magistrate's this afternoon into the circumstances connected with the death, by the falling in a wall, of a tin-smith, on the 30th ultimo. The jurors were Messrs. F. H. Dalby, T. J. Rempey and W. A. Remedios. Mr. T. J. Rempey was to watch the case on behalf of the relatives of the deceased.

Wong Chun, master of the Wing Hop tin-smith shop at 144 Queen's Road West, said the deceased was in his employ and named Kwai Ahong. He was 18 years of age at the time of his death. On the 30th ultimo, at about noon, witness was in the front of the shop and heard a noise at the back of his shop and on going there he saw part of a wall had collapsed, falling in against his house. There was a narrow passage between the wall and the house. On the other side of the wall were situated the Civil Hospital premises. Two of his *foh*, who were working in the kitchen at the time, were missing, so he went to the Police Station to report. One man who was partially covered in the debris was soon taken out. Half an hour later he saw the deceased, at the Civil Hospital. He was quite dead at that time. The other *foh* was sent to the Tung Wah Hospital. He had fairly recovered now, and would soon be able to work again.

William Chabnam, Executive Engineer of the P.W.D., said he had heard of the affair and was sent to inspect the wall. The wall was a boundary separating the Government Civil Hospital. At the back of it the Government was digging out and constructing a retaining wall. The works referred to were in the hands of a contractor named Hui Sui who worked under the supervision of the Public Works Department. Since that work commenced witness had often inspected the works. The last time he visited the spot was on the Monday before the accident. He had to make an inspection two or three times a week, to see that the contractor was carrying out his orders. In going to the scene of the works the wall that fell down would come within this vision. The wall was a boundary between the Government property and the houses in Queen's Road. It was 12 feet, perpendicular, above the ground floor of the tin-smith's shop. The wall was constructed of blue brick and badly cemented. The quality of the mortar was poor in the extreme, being of pure mud kind. Witness did not know the men or boys whom the wall was put up. Externally the wall appeared to be properly constructed and was 14 inches thick. It was not until this (the 5th inst.) morning that he had specially inspected the wall, of which some 60 feet had fallen in. He observed that earth had been piled up against the wall and the weight of that earth, recently piled against it, caused the wall to fall down. The weight of earth stacked against the wall, at a guess, would be 200 tons, or less. Witness was not aware that earth was piled up there, it was done without his [witness's] knowledge. When he saw as he did that earth was being deposited near the wall, he could have objected, but saw no occasion to do so. Witness had formed no opinion as to how the wall gave way at the time referred to. During witness's absence on sick leave, an overseer of the P. W. D. would look after the works, but he had no special instructions. The contractor was fully justified in depositing earth on the ground in front of the wall, but he had no right to deposit so much there. The permission was of a tacit, not positive, nature.

To Mr. Hastings—He did not know on whose property the collapsed wall stood, and never examined the wall with a view to estimating its strength. Had he noticed the earth piled against the wall orders would have been given for its immediate removal. To pile earth against the wall would be imprudent.

Dr. Atkinson, Superintendent of the Government Civil Hospital said that on the 30th ultimo, he was in the hospital and saw the wall fall. Upon enquiry he found that two men had been buried in the debris. In about half an hour's time, after clearing away the rubble, they came upon the body of deceased.

He had a severe contused wound on the head, and was perfectly dead. Two days prior to the accident he saw coolies piling earth and stones against the boundary wall, and from appearances he judged the earth had been accumulating there for some weeks.

At this juncture the Court made an inspection of the site of the accident, subsequent to which the inquiry was adjourned until Tuesday afternoon.

### THE COTTON-YARN AND RAW COTTON TRADE DIFFICULTIES.

During the past few weeks the relations between the Hongkong importers of cotton yarn and raw cotton from India and the Chinese dealers have become seriously strained, owing to the failure of the latter to take delivery of their goods within a reasonable period after the arrival of consignments which the Calcutta liners, and other steamers, bring over from India every fortnight. The rule, or rather understanding, has been that the Chinese could take delivery at their convenience, an arrangement which suited both parties very well so long as the buyers did not abuse the lenience of the sellers, the Indian merchants. When, however, it was found that thousands of bales were left on the hands of importers, who were (in the circumstances) under which the trade is conducted) the financiers, for 12, 18 and even 20 months at a time, and the natives threatened to buy elsewhere and "boycott" the Indian merchants, it was decided that the time had arrived when steps should be taken to place this important branch of the trade of Hongkong on a firm basis; not for the purpose of putting the prices up, but simply as a protective measure. Action has accordingly been taken, and a specific agreement, or alliance, has been entered into between the whole of the Indian merchants established in this colony.

In the autumn of 1888 the Indian merchants, then suffering from irregularities practised by the Chinese, urged the Chamber of Commerce to take the matter up, but nothing came of these representations to the Chamber, and things have gradually drifted from bad to worse. The importance of the question will be seen when we state that the average monthly stocks of yarn are 40,000 bales, besides 10,000 of cotton, the monthly clearances amounting to some 15,000 bales of yarn, and 5,000 of the latter. The trade has doubled within the last ten years, despite the more recent competition in Shanghai and Japan. Among the protective clauses in the sellers' agreement are three or four which run as follows:—

"The calendar months from the dates of sales, or of arrival in case of goods sold to arrive, will be allowed by us to the purchaser to pay for and take delivery of his purchases, and in case an extension of time is deemed necessary and requested by him, another additional month will be granted him within which to complete the clearance of the entire lot purchased. The time of clearance to be particularly stated, as above in all notes of transactions passed between the seller and the purchaser."

If, however, on the expiration of the three months granted him, the purchaser still does not send himself in a position to pay for and clear the goods purchased by him, then a further extension of time shall be fixed and settled with him, provided that he pays immediately on the termination of the said period of three months \$5 for every bale of cotton-yarn and \$3.50 for every bale of cotton purchased by him, as a deposit against any contingent loss from the deterioration of price in the market in the event of entire non-clearance by him, and provided likewise that he immediately pays at the same time up to the further period fixed by the incident to the further delay in paying for and taking delivery."

"The deposit money shall be returned to the purchaser on the completion of the transaction, but the charges incidental to delay we agree to fix and to reimburse ourselves with from the purchaser on the following scale:—

1. Interest from the termination of the three months granted at 9 per cent per annum.
2. Godown hire at 7 cents per bale per month.
3. Fire insurance as per tariff of short period premium charged by local insurance offices in this Colony."

In case, at any time, one or more of us shall be intimidated and tabooed by the Chinese purchasers on account of anything connected with this agreement, a meeting of the signatories hereof shall be called at the instance of the party or parties intimidated and tabooed, and if a majority of those present at such meeting shall decide that such intimidation and taboo have been instituted without just cause we will combine together, and refrain from selling any of the said commodities either directly or indirectly until such taboo and interdiction are removed. The latter clause is particularly instructive, as showing the measures which the importers have adopted in sheer self defence. It seems to be a case of like curing like—the Chinese form a league to persecute importers, and to remedy that evil the latter form a strong combination.

The Hongkong correspondent of the *Statesman of India*, who wrote under date the 13th of September, "another native hong has collapsed, throwing back on an already over-stocked and paralyzed market over 5000 bales" was not, we are assured, representing the whole truth. As a matter of fact, owing to over-speculation, fall in exchange, gambling, etc., two Chinese firms of old standing have stopped payment, and the principals decamped into Chinese territory. Their collapse, if such it may be called, was by no means failure in the sense it is used in the commercial world; the reason of their sudden stoppage of payment being due to their desire to evade the necessity of "taking up" some 8000 to 10,000 bales of goods which had depreciated in value to the extent of some five to six dollars per bale during the past eighteen months. The liabilities of the hong (the Kim Hing Cheong and Chun Sing) are set down at \$55,000 and \$35,500.

### THE AUDIENCE QUESTION.

THIS great international question, which while it was yet in perspective excited such keen interest, has now that the time for settling it has come and gone, been, by the tacit consent of the foreign Powers concerned, relegated to the limbo of dead issues. The delay accorded to the Imperial Government in the fulfilment of its international obligations has acted upon it in the way that concessions to procrastination have invariably done in the past and must always do in the future; and the result is that the reception of the foreign representatives is as far off as it was thirty years ago. Much further off indeed, for then it was within easy reach and could have been settled for ever by a word of power. The reasons why a State function of such importance has been allowed to drift away from the sphere of practical politics are of two kinds. The Chinese Government on principle allows everything to drift that will drift; and the foreign Powers have subordinated high policy to minor considerations which need not be recapitulated here, and instead of acting in a body, when they would have been invincible, their representatives in Peking have in too many instances been only too eager to put spokes in each other's wheel. In this way the united prestige of the greatest Powers in the world have been allowed to dissolve into nothingness, and the Ministers have been treated,

and been obliged to acquiesce in being treated, with ever increasing contumely by the Government. The natural result, and the public evidence of it is what has been frequently pointed out in these columns and elsewhere, the feeling of the higher ranks spreads to the lower, and residence in the capital becomes daily more intolerable to foreigners. It is natural and easy to blame individuals for the deplorable pass to which matters have come, but the most superficial retrospect of any passage of history in any country discloses an almost unbroken series of blunders on the part of Statesmen which to their contemporaries must have appeared unpardonable, and still the world rolls on, which should, perhaps, warn us against applying too severe a measure to the acts of erring mortals. Besides, the subservience of the Ministers in China has been more than condoned by the extravagant attentions by which their Governments at home have fed the self-esteem of the Chinese, thus burning the candle of foreign prestige at both ends. Such grossly unnatural relations of course cannot last, and they are in constant danger of being subverted by some violent reaction which will come upon them from some unsuspected quarter.

This is one of the instances in which the Chinese Government seems to have gained a decisive victory over foreign nations (a dangerous victory of the kind, which has so often proved fatal in the past), and it is certain that the statesmen both of Peking and the Provinces attach the highest value to the veil of seclusion which they have managed to throw round the person of the sovereign. The true friends of China, however, would be better pleased to see the statesmen steering the throne by some more substantial and more durable protection than this miserable pretence. There is something exquisitely ludicrous, at the same time pathetic, in the spectacle of a State which while a generation has had to pass through the humiliation of entertaining foreign armies in its capital putting on airs of superiority befitting only the painted heroes of stage tragedy. The illusion, whether sincere or only affected, that it, whether the Government deceives itself or imagines it is deceiving others, is equally to be pitied. Who has witnessed the Manchu soldiery behind the walls of Peking differently prancing archery, or has read in the *Peking Gazette* the importance the Government attaches to proficiency in the exercise, can help smiling at the rehearsal of obsolete drill. That, however, may be nothing worse than a waste of time and good bowstring, but the Audience hallucination is one of those things which may, indeed, be extremely likely to lead to most regrettable consequences. It China refuses to accept frankly the comity of nations and to take her place as one of the family, she makes herself an outcast, and will be treated as such just at the time when it may be least convenient to herself. The policy of which the seclusion of the Emperor is a part is not a Manchian, but a purely Chinese policy. It is well known that the reigning family, if left free to exercise its own judgment in such matters, would be perfectly willing to receive the foreign Ministers in Audience. The greatest ruler of the Tatarian dynasty made none of these childish difficulties. It was when the spirit of the Manchus conquered became feeble and Chinese ideas had gained the ascendancy that the seclusion of the Sovereign became a pillar of State policy. But in international affairs the policy of the Manchus has generally been right, while that of the Chinese has been invariably wrong. All the ingenuities Chinese statesmen have ever displayed has only resulted in bringing about the very things to which they were most strenuously opposed. The various foreign wars prove this. Each step in the aggression of foreigners has been the direct consequence of some stupid Chinese device to keep them out. A policy that has so completely discredited by the events of contemporary history, not only a safe one for the Government to follow, and the parties which branch of the policy which is now in question is not unlikely to lead to disasters more serious than any heretofore experienced by the dynasty.

It is possible that this question may take a practical shape before many months are over. Should H. I. H. the Czaritch visit the North of China it is not unlikely he will be contented to be warned off the capital as other royal travellers have been, and the Government may be forced to take a decision on which weighty consequences will hang. No doubt our excellent Viceroy will use his influence in favour of a liberal policy, what may be termed the Kang Hsi policy, which he is known to have recommended, and which four years ago brought the Seventh Prince, to Tientsin—but most likely His Excellency will be compelled to play once more the part of *Major-domo* and to offer to do the honours on behalf of his Sovereign. But convenient as the Viceroy's position undoubtedly is for the despatch of business, he cannot fill the place of the Sovereign, and at any rate we take it as certain that the Her-Apparent of the Russian Empire will not be satisfied to be received by a servant, however eminent. The arrival of the Grand Duke will therefore be looked for with much interest, and on the decision which the Peking authorities advise the Emperor to take depend very important issues. Here is a man destined to rule a hundred million subjects with an autocratic authority such as no other sovereign on earth can exercise; and to command the armies of an empire which has with China a common frontier of 3,000 miles; before whose fathers the Khans of Asia have gone down one after another like nine-pins; and the rulers of China debate whether he is worthy to enter the palace of their Emperor. The gift of prophecy is not ours, but this much we venture to affirm, that a reluctant welcome to the Czaritch would be registered as famous folly in the international history of China.—*Chinese Times*.

### THE RISKS OF CHINESE TRAVEL.

BOATS.

It is now many years since Dr. Guttaff and Medhurst and Mr. Fortune contrasted themselves to sea-going Chinese junk, with results which may have been far from agreeable. Happily, the days of Chinese coast-rovers seems to have gone by, and it is no longer necessary for foreigners in China (except in the hyper-realistic Chinese novel of Jules Verne) to travel at sea by Chinese craft. The dangers incident to river navigation in China are as varied as those of journey by land. There is, as on land, a certain amount of risk of robbery, and a several foreigners have in this way lost their lives. It is by no means uncommon to see in Chinese rivers the bodies of human beings floating seaward. Some of these were suicides, but others were the victims of violence. It is a singular Chinese proverb that those who observe the proprieties, rob on highways; while those who disregard the proprieties rob on rivers. (*Yu li li chieh tao; wu li li ho tao*). The violence to "propriety" in robbery, and murder on the water is the probable necessity of throwing the corpse into the water, by which means it loses proper burial so that a whole graveyard full of ghosts is liable to be let loose on an unconscious family. In the case of an orderly and regular land murder all this is prevented, propriety is (to a certain extent) observed. The liability to robbery varies in any two districts of China; and in the same district at different times. It is always greatest, however, in years of scarcity, and some districts are never

free from it. When a band of robbers has once gained the upper hand, it is exceedingly difficult for any district magistrate, however excellent his intentions, to put a stop to them. If he meets out the justice which the desperadoes have so long deserved and defied the same great risk of being himself the victim, when his term of office expires. On his journey from his late district to his next objective, he is liable to be met at the point where the border line of two districts (*hsien*) join, by armed men, who wreak their vengeance upon him when he is most helpless. In such cases the incumbent of each adjacent *hsien* district strives to make it appear that the crime was not committed on territory within his jurisdiction, but just over the line. With a view, apparently, to disputes of this sort, in regions where stone boundary posts mark the limit of each *hsien* or county, it is not uncommon to find these stones planted several feet, several rods, or even a quarter of a mile, apart. The space between is of course a neutral ground, or no-man's land, and it is doubtless upon this strip of soil that tragic events are expected, upon the occurrence of which it will not be difficult for each contiguous official to prove that for what-never has occurred he had, even by Chinese law, no responsibility whatever.

Chief among the perils of the navigation of Chinese inland waters is to be named the sudden gusts of wind which occasionally produce widespread ruin. The numerous broad and shallow lakes (of which the Poyang is a specimen) are especially dangerous, and are the annual witnesses of countless wrecks. Even on small rivers such disasters sometimes occur. Chinese anchors are of a very imperfect construction, and in a gale are often totally unequal to the strain put upon them. For Chinese purposes and for Chinese management, we are convinced that Chinese river craft are much stronger than ours. Their sails are light, strong, instantly adjustable, and it is even said (with what justice we do not pretend to decide) that these craft can sail closer to the wind than any others afloat. The model upon which they are built, is not that of the fish but that of the water-fowl. Passenger boats, especially those designed to traverse quiet waters, and to carry officials, are frequently too heavy to a ridiculous extent. In a high wind such boats sometimes blow over, and the same thing occasionally happens to the ordinary house-boats. The writer is personally acquainted with Chinese who have narrowly escaped drowning by such an accident, and with others who have thus been actually drowned. All attempts, however, to elicit from Chinese boatmen any statistics as to the frequency of such occurrences within their own observation, have been uniformly met with an admission of their possibility, a denial of their probability and the following crushing interrogatory: "If a boat should blow over, would it not spoil it?"

Boatmen, like all other Chinese, are born conservatives, and sometimes refuse to stir because the wind is too high. As one who has the tools of the boatman so extensive. But so far as our experience goes they seem to be patient and uncomplaining to an astonishing degree, and although the victims of a hard fate they often seem models of that contentment, which is said to be better than wealth. Chinese boatmen like skilled Chinese workmen of any kind, always seem to know what to do in an emergency. Their tools are simple and their results often remarkable. We once saw the entire roof of a houseboat suddenly jerked off and thrown into the river. One of the ropes attached to the sail had caught in a projecting board supporting the roof as the sail was thrown to the other side when the boat rounded a bend. All the boards composing the sides of the boat at once fell inward, completely burying a sleeping infant on the couch, and leaving the foreign passengers gazing on the ruin with despair. The boatmen (who may never have experienced such an accident in their lives) promptly proceeded to fish up the floating parts and adjust them in place, nothing being broken but a few bits of board, and string, and several rusty nails—within twenty minutes the boat was put to rights, and the boat was again on its way. Some of the gravest perils of Chinese river navigation are found in encountering obstructions in rivers. We have known several instances in which boats have sat down upon posts, to the ruin of much cargo, in one instance endangering a valuable piano. These posts were in some cases, and probably in all, part of an embankment long since washed away, the ruins of which alone remained to work mischief.

A fertile cause of danger in Chinese river navigation is the annual semi-annual stage of



appearances to the contrary, we shall continue to hope and to believe that before any considerable number of foreigners are desirous of making regular trips from Ichang to Chungking, they will be able to view the magnificent scenery of the Yangtze gorges from the deck of a steamer and not be obliged to do so from that of a junk. That sizeable downhill rivers are not confined to western China will be evident if we remind our readers that the central stream of the Fukien province, the beautiful Min river, is navigable almost or quite to the frontier of the province of Kiangsu, and that while the up trip occupies three weeks, the return journey to Foochow, whirling, if we recollect aright, past more than twenty assorted rapids, is made in four days! Some dangers there must assuredly be, to travellers upon the upper Min. It is well known that in the city of Canton, the boat-people are a special class, whose whole life from the cradle to grave is aquatic, riverine, fluvial. To some extent, there is a population of this general description in every great Chinese emporium situated on the water. Perhaps the largest boat centre to be found in the interior of China is at the junction of the Han river with the Yangtze, at the great commercial marts of Hankow and Hanyang. Vast as is the aggregation of Chinese craft at this great focal point of China, it is said to have been incomparably greater half a century ago. A fierce fire once broke out in this wilderness of shipping, and inconceivable loss of life and property was the result. This wholesale ruin, it is said, has never been repaired. To the other dangers of Chinese boat-travel must be added, therefore, the risk of fire—a terrible enemy which even all our boasted civilisation has been inefficient to muzzle.

On the whole, as a result of this superficial survey of Chinese transportation, it is perhaps just to say that its dangers are very much greater than they at first sight appear; but that at the same time they are indefinitely less than a fuller acquaintance with the qualities of the animate and inanimate agencies employed, might have led us to expect. The characteristics of Chinese travel which recent arrivals in this empire mainly emphasize, are the physical discomforts and the interminable delays. The reader will perhaps observe that to these matters of detail we have scarcely alluded, and will draw his own conclusions. The traveller in China must recollect that he is not in progressive Europe or in inexpressible America, but in Asia. In the practical philosophy of patience and contentment, the Chinese are incomparably our superiors. As to the comparative extent of the danger of travel in China and in the West it is hard to decide, and any decision is after all only a guess. It is probable that both in the West and in China the percentage of those injured in travel is infinitesimal, although for quite different reasons. The Chinese avoid certain forms of dangers, the Anglo-Saxon meets and defies all danger by precautions more or less adequate, for which Chinese care nothing. If one can restrain his native impatience, and can rise superior to certain inevitable discomforts, and is willing to risk an occasional sprain or ducking, let him travel in China. If he insists upon the maximum of speed and comfort (with incidental liability to be suddenly extinguished like a kitten in the ocean, or a moth in a furnace) let him restrict his travel to the lands of the West.

We have only to add that, so far as our observation goes, whether for the foot-traveller, the patron of a wheelbarrow, or of a jinricksha or of any other wheeled vehicle, the most dangerous spot in China is the foreign settlement of Shanghai.—*N. C. Daily News.*

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites is especially adapted to all conditions where the tissues are wasting away from inability to digest and assimilate ordinary food. The combined virtues of the Cod Liver Oil and Hypophosphites produce a marked effect in such cases. They restore the wasted tissues, create an appetite, make new blood, heal the inflammation of the throat and lungs, and increase the flesh. In short they form the finest combined food and medicine that can be given the invalid. Any Chemist can supply it.—*A. S. Watson & Co. (Ltd.), agents in Hongkong and China.*—*Advt.*

## Today's Advertisements.

**THEATRE ROYAL**  
CITY HALL, HONGKONG.

**GRACIE PLAISTED'S "MY SWEET-HEART" COMPANY.**

TO-NIGHT,  
THURSDAY, 6th November,  
"LA PERICHOLE."

SATURDAY NEXT, 8th November,  
"MARITANA,"  
assisted by some of the  
Leading Hongkong Amateurs.

Box Plan at Messrs. KELLY & WALSH'S,  
CHAS. HARDING,  
Manager.

Hongkong, 6th November, 1890. [1516]

FOR MANILA, via AMOY.  
THE Spanish Steamer

"DON JUAN,"  
Captain R. Beltran, will be despatched for the above Ports, on MONDAY, the 10th instant, at 4 P.M.

For Freight or Passage, apply to  
BRANDAO & Co.,  
Agents.

Hongkong, 6th November, 1890. [1534]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that ARTILLERY PRACTICE will take place on MONDAY next, the 10th instant, between the hours of 2 p.m. and 6 p.m. as follows, viz:—

From Belcher in a North-Westerly direction.  
From Stone Cutter West in a South-Westerly direction, from Stone Cutter Central and Stone Cutter West in a Westerly direction.

All Ships, Junks, and other Vessels are cautioned to keep clear of the range.

By Command,  
W. M. DEANE,  
Acting Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 6th November, 1890. [1536]

VICTORIA PRECEPTORY.

AN EMERGENCY MEETING of the Victoria Preceptory will be held on TUESDAY, the 11th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

## Today's Advertisements.

**DOUGLAS STEAM-SHIP COMPANY, LIMITED.**

FOR SWATOW.  
THE Company's Steamship

"FOKIEN,"  
Captain Roach, will be despatched for the above Port, TO-MORROW, the 7th instant, at DAYLIGHT.

For Freight or Passage, apply to  
DOUGLAS LAPEIRA & Co.,  
General Managers.

Hongkong, 6th November, 1890. [1531]

**AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.**

STEAM FOR  
SINGAPORE, PENANG, COLOMBO, BOMBAY, and BOMBAY, having connection with Company's Mail Steamer to ADEN, SUEZ, PORT SAID, TRIESTE, VENICE and FIUME.

THE Company's Steamship

"MELPOMENE,"  
Captain Wallisch, will be despatched as above on TUESDAY, the 12th instant, at NOON.

Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT, and ADRIATIC PORTS.

Cargo will not be received on board after 3 P.M. prior to date of sailing.

For further information as to Passage and Freight, apply to  
DAVID SASSOON, SONS & Co.,  
Agents.

Hongkong, 6th November, 1890. [1532]

**UNION LINE.**

NOTICE TO CONSIGNEES.  
FROM MIDDLEBROUGH, LONDON AND SINGAPORE.

THE Steamship  
"GLENOCIL,"  
Captain R. Hay, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the undersigned for countersignature and to take immediate delivery of their Goods from along-side.

The steamer is berthed at Kowloon Piers and Cargo impeding her discharge will be at once landed and stored at Consignees' risk, and expense and no Fire Insurance will be effected.

All claims against the steamer must be presented to the Undersigned on or before the 15th inst., or they will not be recognised.

RUSSELL & Co.,  
Agents.

Hongkong, 6th November, 1890. [1533]

**Intimations.**

THE IMURIS MINES, LIMITED.

NOTICE

SHAREHOLDERS are hereby informed that the certificates for endorsement, should accompany the Bank draft sent in payment of the FINAL CALL of 5/- per Share due on the 1st November, 1890.

JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 14th October, 1890. [1438]

**THE IMURIS MINES, LIMITED.**

THE FINAL CALL of Five Shillings per Share will be due on the 1st November, 1890, and Shareholders are requested to pay the same to the Undersigned by Bank demand draft on London in favour of ourselves, on or before that date.

All Calls unpaid on the 1st November, will be liable to interest at the rate of eight per cent. per Annum.

JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 27th September, 1890. [1530]

**HONGKONG FIRE INSURANCE COMPANY, LIMITED.**

ADJUSTMENT OF BONUS FOR THE YEAR 1889.

SHAREHOLDERS in the above Company are requested to furnish the undersigned with a LIST of their CONTRIBUTIONS for the year ending 31st December last, in order that the distribution of the Profits reserved for Contributors may be arranged. Returns not rendered prior to the 30th day of November next will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,  
General Managers.

Hongkong Fire Insurance Co., Ltd.  
Hongkong, 15th October, 1890. [1443]

**CHINA FIRE INSURANCE COMPANY, LIMITED.**

ADJUSTMENT OF BONUS FOR THE YEAR 1889.

SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premiums for the year ending 31st December last, in order that the proportion of Profit for that year to be paid as Bonus to Contributors may be arranged. Returns not sent in before the 30th instant, will be made up by the Company, and no subsequent claims or alterations will be allowed.

By order of the Directors,  
JAS. B. COUGHTRIE,  
Secretary.

Hongkong, 1st November, 1890. [1513]

**TOURISTS**

ARE cordially invited to call and inspect our choice collection of Japanese and Chinese FINE ART CURIOS, which is unequalled in Japan.

Every article guaranteed as represented. No trouble to show goods. One price only.

DEAKIN BROS. & Co., Ltd.,  
16 Bund, Yokohama,  
next door to  
Parasol's Photographic Studio.

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**NOTICE.**

**THOMAS KERR & CO.**

ENGINEERS, BOILER-MAKERS  
AND  
CONTRACTORS.  
YAU-MA-TI ENGINEERING WORKS,  
KOWLOON.

OFFICE—No. 12, d'Agulhar Street,  
Hongkong 25th August 1890. [56]

**K U N L U N,**  
No. 9, WYNDHAM STREET.

**CHINESE PORCELAIN WARE** and  
**CURIOS, &c.**

**CHINESE EMBROIDERIES, EMBROIDERED MANDARIN CLOTHING, &c.**  
Prices very moderate.

Hongkong, 25th October, 1890. [1444]

## Intimations.

**HONGKONG TRADING CO., LTD.,**

(LATE THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.)

NOW SHOWING.

AN ENTIRELY NEW STOCK OF

GENTLEMEN'S

HATS. CAPS. HATS.

Hosiery (Winter) Hosiery.

LATEST NOVELTIES.

**HONGKONG TRADING CO., LTD.**

(Late THE HALL & HOLTZ C. Co., Ltd.)

Hongkong, 1st November, 1890. [3]

**MARINE HOTEL**

HONGKONG.

THE Undersigned begs to notify the Public of Hongkong and the Coast Ports, that THE MARINE HOTEL is NOW OPEN.

THIS FIRST-CLASS HOTEL is situated on the Praya West, opposite the Old P. & O. Wharf, and is newly built after the designs of the Largest European Hotels—the BEDROOMS, BATH-ROOMS, &c., are commodious, well ventilated and well furnished, and are suitable for Single or Married Persons. THE DINING ROOM is large and looks on the Harbour.

The TABLE D'HOTE will be supplied with the best of the market can provide. THE BAR and BILLIARD ROOMS are on the Ground Floor, and are fitted up in superior style. ENGLISH and AMERICAN TABLES.

WINES and LIQUORS of the best qualities and Brands only will be supplied. The Undersigned therefore begs the patronage of the Public, hoping to give every satisfaction.

JAS. EDWARDS, Proprietor.

Hongkong, 11th August, 1890. [476]

**HONGKONG RIFLE ASSOCIATION.**

THE next competition for the FAKI CUP will take place on SATURDAY, the 8th instant, commencing at 3.30 O'CLOCK P.M. Ranges, 200 and 300 Yards. 7 shots at each range. Position—Standing at 200 and kneeling or sitting at 300 yards. Entrance Fee, 30 cents payable on or before FRIDAY, the 7th inst.

FRANK COLLINS,  
for Hon Sec.

Hongkong, 3rd November, 1890. [84]

**CAUTION TO SHIPOWNERS AND CAPTAINS.**

RAHTJEN'S ANTI-FOULING COMPOSITIONS.

Other makes than our original Manufacture are now being sold.

The genuine and only Composition connected with Mr. RAHTJEN himself is HARTMANN'S RAHTJEN'S and packages are marked with these words and Trade Mark an open hand in red.

REJECT ALL OTHERS.

Agents in Hongkong  
F. BLACKHEAD & Co.  
Hongkong, 26th July, 1890. [1093]

**THE CHINA BORNEO COMPANY, LIMITED.**

THE Second Ordinary Yearly MEETING of SHAREHOLDERS in the above Company will be held at the Hongkong Hotel, on SATURDAY, the 8th November next, at NOON, for the purpose of receiving the Report of the Directors and Statement of Accounts to 30th June, 1890.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st November until the 8th November, both days inclusive.

GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 24th October, 1890. [1479]

**NOTICE.**

FROM the 1st of November next, the SHANGHAI BUTCHERY will be prepared to supply BROWN, LARD in BLADDERS, Fresh and Pickled ENGLISH PORK, SAUSAGES, &c., &c.

Also,  
BEEF in joints and corned, BLACK PUD- DINGS, Pork and Game PIES.

S. R. GALE,  
Shanghai, 10th October, 1890. [1437]

**Hotels.**

**THE SHAMANE HOTEL**

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the River Steamer Wharves, is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East.

The Table D'Hôte is supplied with every luxury in season, and the cuisine is in experienced hands.

Wines, Spirits, Malt Liquors, etc., of the best quality only.

A. F. DO ROZARIO,  
Manager.

Hongkong, 4th November, 1890. [1047]

**THE HOTEL MARINA.**

THIS strictly FIRST CLASS HOTEL, now moored in the Harbour of Victoria, offers guests exceptional advantages for Healthfulness and Refreshing breezes; the avoidance of street noises, and unwholesome odours, &c.

Grand Promenade Deck, Airy Dining Room, Ladies' ParLOUR, Billiard and Reading Rooms, Commodious Bedrooms, with separate Bathrooms and Verandah to each.

The Table D'Hôte is unexcelled.

The Hotel Launch runs regularly to and from Peddar's Wharf and the Hotel Free of Charge; for time table see Bills.

Hongkong, 13th August, 1890. [1178]

**THE BOA VISTA.**

BISHOP'S BAY, MACAO.

THIS House, situated on the sea shore in one of the best and healthiest parts of Macao, and commanding an admirable view facing the South, was OPENED as a HOTEL on the 1st July.

Every comfort will be provided for visitors, with excellent cuisine and choice Wines.

Hot, Cold, Shower and Sea Water Baths; Large and well Ventilated Dining, Billiard, and Reading Rooms, and well supplied Bar.

A small d'hot is attached to the premises.

Mrs. MARIA B. DOS REEMEDIOS,  
Proprietress.

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## Masonic.

ST. JOHN LODGE  
OF HONGKONG,  
No. 618, S.C.

A REGULAR MEETING of the above LODGE will be held in FREEMASONS' HALL, Zealand Street, on WEDNESDAY, the 14th instant, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited.

Hongkong, 4th November, 1890. [1524]

**Mails.**

STEAM FOR  
SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON;

ALSO,  
BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship

"ROSETTA," Captain E. Crew, with Her Majesty's Mails, will be despatched from this Port for LONDON, via BOMBAY, and SUEZ CANAL, on THURSDAY, the 13th instant, at NOON.

Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until 4 P.M. on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo.

Tea will be sent either via Bombay or Colombo, according to arrangement.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

This Steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN,  
Superintendent.

H. O. S. N. Co.'s Office,  
Hongkong, 1st November 1890.

**NORDDEUTSCHER LLOYD.**

NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO,  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bill of Lading for the principal places in RUSSIA.

ON SUNDAY, the 23rd day of November, 1890, at 11 A.M., the Company's Steamship "BRAUNSCHWEIG," Captain A. Meier, with MAELS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at GENOA.

Shipping Orders will be granted till Noon, Cargo will be received on Board until 4 p.m. Parcels and Packages until 3 p.m. on 22nd November, (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to  
MELCHERS & Co.,  
Agents.

Hongkong, 27th October, 1890. [1514]

**OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.**

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;

VIA  
THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"BELGIC"

will be despatched for San Francisco, via Yokohama, on TUESDAY, the 25th November, at 1 P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—  
To San Francisco.....\$225.00  
To San Francisco and return.....393.75  
available for 6 months.....

To Liverpool.....325.00  
To London.....332.00  
To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,  
Agent

Hongkong, 3rd November, 1890. [5]

## Mails.

U. S. MAIL LINE.

PACIFIC



## Commercial.

**CLOSING QUOTATIONS.**  
 Hongkong and Shanghai Bank, 233 1/2 per cent.  
 —premium, buyers.  
 Hongkong and Shanghai Bank, New Issue—  
 \$254 per share, nominal.  
 Union Insurance Society of Canton—\$93 per  
 share, ex div., buyers.  
 China Traders' Insurance Company—\$63 per  
 share, buyers.  
 North China Insurance—Tls. 340 per share,  
 sellers.  
 Canton Insurance Company, Limited—\$118 per  
 share, buyers.  
 Yangtze Insurance Association—Tls. 70 per  
 share, buyers.  
 On Tai Insurance Company, Limited—Tls. 150  
 per share.  
 Hongkong Fire Insurance Company—\$330 per  
 share, buyers.  
 China Fire Insurance Company—\$88 per share,  
 buyers.  
 Hongkong and Whampoa Dock Company—\$74  
 per cent. premium, buyers.  
 Hongkong, Canton, and Macao Steamboat Co.,  
 \$37 per share, sellers.  
 China and Manila Steam Ship Company—127  
 per share, sellers.  
 Hongkong Gas Company—\$135 per share, sellers.  
 Hongkong Hotel Company—\$165 per share,  
 sellers.  
 Hongkong Hotel Co.'s Six per cent. Debentures  
 —\$501.  
 Indo-China Steam Navigation Company,  
 Limited—25 per cent. discount, sellers.  
 Douglas Steamship Company—\$47 per share,  
 buyers.  
 China Sugar Refining Company, Limited—\$211  
 per share, sellers.  
 Luon Sugar Refining Company, Limited—\$108  
 per share, buyers.  
 Hongkong Ice Company—\$88 per share,  
 sellers.  
 Hongkong and China Bakery Company, Limited  
 —\$80 per share.  
 Hongkong Dairy Farm Co., Limited—\$10 per  
 share, sellers.  
 A. S. Watson & Co., Limited—\$128 per share,  
 sellers.  
 Chinese Imperial Loan of 1884 B—24 per cent.  
 premium, sellers.  
 Chinese Imperial Loan of 1884 C—5 per cent.  
 premium, buyers.  
 Chinese Imperial Loan of 1886 E—11 per cent.  
 premium.

Hongkong Rope Manufacturing Company,  
 Limited—\$126 per share, buyers.  
 The Hongkong Steam Laundry Co., Ltd.—\$25  
 per share, nominal.  
 Fungion Co. Sample Doo Samanitan Mining Co.,  
 Ltd.—\$31 per share, sales and sellers.  
 The Bau Gold Mining Co., Ltd.—\$115 per share,  
 buyers.  
 Inauris Mining Co., Ltd.—\$11 per share, buyers.  
 The Balmoral Gold Mining Co., Limited—\$112  
 per share, buyers.  
 Hongkong and Kowloon Wharf and Godown  
 Company—\$74 per share, sellers.  
 Tongqua Coal Mining Co.—\$425 per share,  
 sellers.  
 The Hongkong High-Level Tramway Co.,  
 Limited—\$105 per share, buyers.  
 The East Borneo Planting Co., Limited—\$14  
 per share, sellers.  
 H. G. Brown & Co., Ltd.—\$64 per share, buyers.  
 The Sengul Koyah Planting Co., Ltd.—\$11 per  
 share, sellers.  
 Cruickshank & Co., Ltd.—\$40 per share, nom.  
 The Steam Launch Co., Limited—nominal.  
 The Austin Arms Hotel and Building Co., Ltd.  
 —\$11 per share, sellers.  
 The China-Borneo Co., Ltd.—\$11 per share,  
 sellers.  
 The Hongkong Brick and Cement Co., Ltd.—  
 \$18 per share, sellers.  
 The Green Island Cement Co.—\$23 per share,  
 sellers.  
 The Hongkong Land-Investment Co., Ltd.—\$90  
 per share, buyers.  
 The Hongkong Electric Light Co., Ltd.—\$6  
 per share, sellers.  
 Geo. Fenwick & Co., Limited—\$24 per share,  
 sellers.  
 The West Point Buildings Co., Ltd.—\$30 per  
 share, sellers.  
 The Peak Hotel and Trading Co., Ltd.—\$20 per  
 share, sellers.  
 The Lahak Planting Co., Ltd.—\$18 per share,  
 buyers.  
 The Lamag Planting Co., Ltd.—\$11 per share,  
 buyers.  
 The Jiehu Mining and Trading Co., Ltd.—\$3  
 per share, sellers.  
 The Selama Tin Mining Co., Ltd.—\$2 per share,  
 buyers.  
 The Shumson Hotel Co., Ltd.—nominal.  
 The Kowloon Land Investment Co., Ltd.—\$17  
 per share, sellers.  
 The Trust and Loan Co. of China and Japan—  
 \$19 per share, buyers.  
 The Hongkong Marine, Limited—par, nominal.

**EXCHANGE.**  
 ON LONDON.—Bank, T. T. 3/4  
 Bank Bills, on demand 3/5  
 Bank Bills, at 4 months' sight 3/5  
 Credits at 4 months' sight 3/5  
 Documentary Bills, at 4 months' sight 3/5  
 ON PARIS.—Bank, T. T. 4/3  
 Bank Bills, on demand 4/3  
 Bank Bills, at 4 months' sight 4/3  
 Credits at 4 months' sight 4/3  
 Documentary Bills, at 4 months' sight 4/3  
 ON HONGKONG.—Bank, T. T. 7/1  
 Private, 30 days' sight 7/3

## Shipping.

**ARRIVALS.**  
 FORKIN, British steamer, 500, Roach, 5th Nov.  
 —Tamsui 31st October, and Amoy 4th  
 Nov., General.—D. Laprak & Co.  
 DIAMANTE, British steamer, 514, G. A. Taylor,  
 6th Nov.—Manila 3rd November, General.  
 —Russell & Co.  
 PERKING, German steamer, 914, F. Schulz, 6th  
 November.—Wuhu and November, Rice.  
 —Stemmen & Co.  
 GLENOCILL, British steamer, 1,580, R. Hay,  
 6th Nov.—London 14th Sept., General.  
 —Russell & Co.  
 HAILCOON, British steamer, 781, F. D. Goddard,  
 6th Nov.—Tamsui 4th Nov., and Amoy  
 5th, General.—D. Laprak & Co.  
 AGLAIA, German steamer, 1,616, E. Christensen,  
 6th Nov.—Kobe 21st Nov., General.  
 —Stemmen & Co.  
 FUSHUN, Chinese steamer, 1,504, A. Crowd, 6th  
 Nov.—Whampoa 6th Nov., General.  
 —C. M. S. N. Co.  
 LINSINGHO, British steamer, 1,047, Waddilove,  
 6th Nov.—Whampoa 6th Nov., General.  
 —Jardine, Matheson & Co.

**CLEARANCES AT THE HARBOUR OFFICE.**  
 DEWONGSE, British steamer, for Bangkok.  
 Fokien, British steamer, for Swatow, &c.  
 Benlomond, British steamer, for Nagasaki.  
 Sikh, British steamer, for Shanghai.  
 Choyang, British steamer, for Swatow, &c.

**DEPARTURES.**  
 November 6, Redpoll, British gunboat, for a  
 cruise.  
 November 6, Maria, German str., for Haiphong.  
 November 6, Yofann, German steamer, for  
 Hallow, &c.

November 6, Melbourne, French steamer, for  
 Shanghai, &c.  
 November 6, Caladonien, French steamer, for  
 Singapore, &c.  
 November 6, Sikh, British str., for Shanghai, &c.  
 November 6, Edwale, British steamer, for  
 Kutchinotui.  
 November 6, Wingsang, British steamer, for  
 Singapore, &c.  
 November 6, Choyang, British steamer, for  
 Swatow, &c.

**PASSENGERS-ARRIVED.**  
 Per Diamante, str., from Manila, 49 Chinese.  
 Per Fokien, str., from Tamsui, &c.—Captain  
 Farrow, Mr. Mehta, and 20 Chinese.  
 Per Paking, str., from Wuhu, 9 Chinese.  
 Per Hallow, str., from Tamsui, &c.—11  
 Chinese.

**DEPARTED.**  
 Per Caladonien, str., from Hongkong for Siga-  
 pore.—Mr. and Mrs. F. Weaver, Messrs. W.  
 van Slars, Arthur Hoare, and Rev. Barrillon.  
 For Batavia.—Mr. C. Capelle, For Colombo.  
 Messrs. Francis Fossenden and Albert Marquet.  
 For Marselles.—Mr. and Mrs. H. C. Bragan,  
 Rev. Plessis, Messrs. Thomas Hall, David Allan,  
 and Vincent. From Shanghai for Singapore.  
 Mr. and Mrs. Lesterman and 4 children, Messrs.  
 H. Macdonald and C. Campbell. For Mar-  
 selles.—Mrs. R. Wagner, Miss Wagner, and 3  
 infants, Mrs. Orban, Mrs. Vivier, Mrs. Sena  
 Och, Miss Gordon, Miss Ghersi, Captain  
 Vergue, Messrs. B. Schmaeker, F. Möller,  
 Leblond, T. Sacha, O. Vortmann, R. Telge, and  
 Rev. P. Lescure. From Yokohama for Siga-  
 pore.—Mr. H. Tsuchiya, For Alexandria.  
 Mr. Chlorio. For Marselles.—Mr. J. Reynaud.  
 From Kobe for Alexandria.—Mr. W. Teller.  
 Per Melbourne, str., from Hongkong for Siga-  
 pore.—Mr. O. H. Ough, Chas. Iburg, and  
 Jules Bandier. From Marselles.—Mr. and Mrs.  
 Rawlinson, Mr. and Mrs. George Smith, Mr. and  
 Mrs. de Bezaure, Mr. and Mrs. T. L. Boothman,  
 Mrs. Bauweas, Denis, Peres, A. Fimmers, Cas-  
 siano Kleinbrink, Van de Wynckel, Thomas  
 Cawles, Messrs. Parletich, Cheng Ho, and Chang.  
 From Singapore.—Messrs. Groult and servant,  
 Hajee Noor Mahomed, and G. Isphor. From  
 Marselles for Yokohama.—Mr. and Mrs. Mil-  
 chell, infant and servant, Miss Rouch, Messrs.  
 W. Kana, Bernard, Bernardi, and Jacques  
 Fabiers. From Saigon.—Mr. Pasquier.

**REPORTS.**  
 The German steamship Aglaia reports that she  
 left Kobe on the 1st instant. Had fine  
 weather outside.  
 The German steamship Paking reports that she  
 left Wuhu on the 2nd instant. Had fine  
 weather the whole way down.  
 The British steamship Diamante reports that she  
 left Manila on the 3rd instant. Had  
 moderate north-east winds and sea throughout.  
 The British steamship Hallow reports that she  
 left Tamsui on the 4th instant. Amoy on the  
 5th. Had moderate north-east winds and fine  
 clear weather throughout the voyage.

The British steamship Fokien reports that she  
 left Tamsui on the 5th instant. Experienced  
 moderate north-east winds and fine weather to  
 Amoy. Left Amoy on the 4th inst. Experienced  
 light easterly winds and fine calm weather to  
 Lamook Island; thence to port—had variable  
 winds and fine weather.

## Post Office.

**A MAIL WILL CLOSE**  
 For Bangkok.—Per Dewongse to-morrow,  
 the 7th instant, at 8.30 A.M.  
 For Canton and Tientsin.—Per Linsingho  
 to-morrow, the 7th instant, at 8.30 A.M.  
 For Swatow, Singapore, and Bangkok.—Per  
 Sikh to-morrow, the 7th instant, at 1.30 P.M.

## SHIPPING IN HONGKONG.

**STEAMERS.**  
 ANTEOR, British steamer, 1,376, Grier, 3rd  
 Nov.—Nagasaki 20th Oct., Coal, &c.—But-  
 terfield & Swire.  
 BENLOMOND, British steamer, 1,737, A. W. S.  
 Thomson, 4th Nov.—Singapore 27th Oct.,  
 General.—D. Laprak & Co.  
 BORMIDA, Italian steamer, 1,499, Carlos Gavazo,  
 20th October.—Bombay 8th October, and  
 Singapore 21st, General.—Carlowitz & Co.  
 CHINA, American str., 5,200, W. B. Seabury, 4th  
 Nov.—San Francisco 30th Oct., Honolulu  
 17th, and Yokohama 30th, Mails and  
 General.—P. M. S. S. Co.  
 CRUSAN, German steamer, 623, W. Wendt, 27th  
 Oct.—Manila 24th Oct., Ballast.—Melchers  
 & Co.  
 DEWONGSE, British steamer, 1,057, P. H. Loff,  
 30th Oct.—Bangkok 14th Oct., and Koh-  
 ai-chang 16th, Rice and General.—Yuen  
 Fat Hong.  
 FALKENBURG, German steamer, 988, H. Frerichs,  
 31st October.—Saigon 27th Oct., Rice and  
 Paddy.—Melchers & Co.  
 HAIPHONG, British steamer, 1,120, Harris, 2nd  
 Nov.—Saigon 28th October, Rice.—D.  
 Laprak & Co.  
 HAIPHONG, French steamer, 845, Feraud, 5th  
 Nov.—Haiphong 3rd Nov., General.—  
 Messageries Maritimes.  
 INDIANUR, German steamer, 1,160, A.  
 Hasenwinkel, 20th October.—Saigon 25th  
 October, Rice and Paddy.—Wielor & Co.  
 INGRAMAN, German steamer, 806, T. Massmann,  
 4th Nov.—Saigon 31st October, Rice.—  
 Wielor & Co.  
 LOMBARDY, British steamer, 1,570, J. F. Jephson,  
 4th Nov.—Bombay 17th Oct., and Singa-  
 pore 28th, General.—P. & O. S. N. Co.  
 LORD BANGOR, British steamer, 1,911, H. Magill,  
 3rd Nov.—Karachi 28th October, Coal.—  
 Captain.

MICHAEL JESSEN, German steamer, 710, T.  
 Mathiesen, 4th Nov.—Saigon 29th Oct.,  
 Rice and Paddy.—Wielor & Co.  
 MOUNT HEBRON, British steamer, 1,688, Elliott,  
 19th August.—Haiphong 12th August, Bal-  
 last.—Adamson, Bell & Co.  
 NAMOA, British steamer, 863, T. G. Pocock,  
 4th Nov.—Fochow 30th October, Amoy  
 31st, and Swatow 3rd Nov., General.—D.  
 Laprak & Co.  
 NAMONG, British steamer, 984, W. Smith, 5th  
 Nov.—Penang 22nd Oct., General.—Hong  
 Bah Hong.  
 NORDEN, Norwegian steamer, 1,368, C. Nielsen,  
 4th Nov.—Kutchinotui 30th Oct., Coal.—  
 Mitsui Bussan Kaisha.  
 PHRA CHOM KLAO, British steamer, 1,011, J.  
 Fowler, 10th Oct.—Bangkok 2nd October,  
 Rice and General.—Yuen Fat Hong.  
 PHRA NANG, British steamer, 1,021, W. H.  
 Walton, 26th Oct.—Cardiff, S.W., 13th  
 Sept., Coal.—Order.  
 RIVERDALE, British steamer, 1,311, James  
 Mooney, 4th Oct.—Kutchinotui 28th Sept.,  
 Coal.—Adamson, Bell & Co.  
 SISHAN, British steamer, 845, E. F. Stovell,  
 3rd Nov.—Bangkok 25th Oct., Rice.—  
 Chinese.  
 SYSSKE, British steamer, 1,670, H. H. Holt, 3rd  
 Nov.—Vancouver 27th Sept., Yokohama  
 October 25th, and Nagasaki 30th, Coal.—  
 Adamson, Bell & Co.

**SAILING VESSELS.**  
 ADOLPH, German bark, 464, Westergaard, 8th  
 October.—Hamburg 4th June, General.—  
 Carlowitz & Co.  
 ALICE MARY, British bark, 361, S. Sampson,  
 24th October.—Albany, W.A., 13th August,  
 Sandalwood.—Glasgow & Co.

## HONGKONG-SAILING VESSELS.

Continued.

ALTAIR, British bark, 399, T. Munro, 27th  
 Sept.—Albany 8th August, Sandalwood.—  
 Order.  
 ADAM W. SPIES, American bark, 1,171, A. D.  
 Field, 14th October.—Newcastle, N.S.W.,  
 15th August, Coal.—Order.  
 CHAMON WATTANA, Siamese bark, 656, W. L.  
 Cain, 1st Sept.—Wah Hin 13th August,  
 Timber and Sapwood.—Order.  
 COMET, German ship, 1,081, R. Krippner, 27th  
 Sept.—Cardiff 13th May, Coal.—Order.  
 DOROTHY, British bark, 510, A. Crowd, 31st Oct.,  
 —Lagaimanoc 15th Oct., Timber.—Gibb,  
 Livingston & Co.  
 FAMMIT TUCKER, American ship, 1,457, Frost,  
 28th October.—New York 8th June, Kero-  
 sene Oil.—Jardine, Matheson & Co.  
 GEORGE SKOLVICK, American ship, 1,276, A.  
 S. Dunning, 1st July.—New York 7th  
 Feb., Kerosene Oil.—Russell & Co.  
 KAMELIA, British ship, 1,952, J. J. Bowell, 27th  
 October.—Singapore 11th Oct., Timber.—  
 Captain.  
 NICOLA, British bark, 594, B. Johnson, 15th  
 October.—Albany 13th August, Sandalwood.—  
 Captain.  
 SARA MEREDITH, Peruvian schooner, 245, A.  
 Muntzlag, 4th July.—Saigon 27th June,  
 Rice.—Captain.  
 SEA WYCH, American ship, 1,218, Chas.  
 Zibbell, 30th October.—New York 24th  
 Feb., Kerosene Oil.—Adamson, Bell & Co.  
 SINTAMA, American ship, 1,590, Woodside, 20th  
 August.—Russell & Co.  
 ST. JULIEN, British bark, 1,049, W. J. King,  
 16th Oct.—New York 15th May, Petroleum.  
 —Master.

## Intimations.

**ONE BOX OF CLARKE'S B-1 PILLS**  
 is warranted to cure all discharges from the  
 Urinary Organs, in either sex (acquired or  
 constitutional), Gravel and Pains in the Back.  
 Guaranteed to cure. Sold in Boxes.  
 6d. each, by all Chemists and Patent Medi-  
 cine Vendors throughout the World. Proprietors,  
 The Lincoln and Midland Counties Drug Com-  
 pany, Lincoln, England. [116]

## CARBOLINEUM AVENARIUS.

(REGISTERED).

**AN ANTISEPTIC PAINT** for the Preserva-  
 tion of Wood, Walls, Ropes and Ship's  
 Tackle. May be applied to Boars, Floors, Walls,  
 ceilings, Wooden Ornaments, Eaves, Roofs,  
 Wooden Sheds, Farmers' and Gardeners' Imple-  
 ments, Chais, Posts, Fences, Stables, Gates,  
 Bridges, Boats, and all Timber underground.  
 Effectually excludes all dampness from wa's  
 painted with it and entirely prevents the crum-  
 bling away and decay of both stone and bricks.  
 White ants do not touch wood painted with  
 Carbolineum Avenarius.  
 Used during the last 14 years with the utmost  
 success, as proved by numerous Testimonials  
 from living authorities.  
 Sold in casks of about 450 lbs. net, Price  
 85 cents per lb.  
 For further particulars, apply to  
 SCHEELE & Co.,  
 Sole Agents,  
 No. 16, Stanley Street.  
 Hongkong, 2nd December, 1889. [130]

**J. & R. HARVEY & CO.,**  
 DUNDASHILL DISTILLERY, GLASGOW.  
 Established 1770.

**SCOTCH WHISKIES.**  
 Finest Pure Malt Scotch Whisky.  
 O.H.M. Old Highland Malt Whisky.  
 F.O.S. Fine Old Scotch Whisky.  
 V.O.S. Very Old Scotch Whisky.

**MESSRS. HARVEY & CO.'s Pure Malt**  
 Whiskies have for over fifty years com-  
 manded the largest sale in the English Market  
 OF ANY WHISKY made in Scotland, and  
 being thoroughly matured in Sherry Wood are  
 very mild and mellow, and are confidently  
 recommended where a Pure, Wholesome Spirit  
 is desired.

Over one million Gallons produced annually.  
 For Prices and Samples, apply to  
 G. RENNIE STEWART,  
 12, D'AGUIAR STREET, HONGKONG.  
 Sole Agent for China and Japan.  
 Hongkong, 28th August, 1890. [1162]

## PURE ICE.

**IN** from two to three minutes, by the Pulso-  
 meter, Engineering Co.'s Champion Hand Ice-  
 Making Machines.  
**NO FREEZING POWDERS REQUIRED.**  
 Will Ice Cakes in one minute, and make  
 Block Ice and Ice Cream, Ice Sparkling Wines,  
 Soda Water, Beer, &c.  
 The No. 1 Machine is very portable and com-  
 pact—Measurements 24" by 18" by 12".  
 The No. 2 Machine can be seen and tried, and  
 prices ascertained at the Office, No. 12,  
 D'AGUIAR STREET.  
 All Machines tested by actual Ice-making  
 before delivery.  
 G. RENNIE STEWART,  
 Agent, Hongkong.  
 Hongkong, 28th August, 1890. [1213]

**G. RENNIE STEWART,**  
 MANUFACTURER'S AGENT AND GENERAL  
 COMMISSION MERCHANT,  
 12, D'AGUIAR STREET, HONGKONG.

**AGENT FOR**  
 J. & R. HARVEY & Co., Dundashill  
 Distillery, Glasgow.  
 McKendrick, Driscoll & Co. Wine Shippers,  
 Jersey de la Frontiere, and Oporto.  
 Valentin Iron & Steel Co., Glasgow.  
 Pulsmeter Engineering Co., London, Ice  
 Machines.  
 Wilson & Baird, Engineers' Ironmongers,  
 Glasgow.  
 Boyd & Robertson, Tweed Mills, Selkirk.  
 Clark Brothers, Tweed Mills, Galashiels.

Estimates given for supplying and fitting up  
 Machinery for Mills and Factories.  
 Illustrated Catalogues and Price Lists for all  
 kinds of Engineering Machinery, Soda Water  
 Machinery, Steam and Hand Sawing Machines  
 and Wood Working Machinery, Bottling and  
 Corking Machines, Canning Stoves and Ranges,  
 Lamps, etc., and General Goods, Tins and Pish Hats  
 and Holsters, Paints, Oils, Varnish, Enamels,  
 etc., etc.  
 Samples of Wines, Spirits, Woolen Goods,  
 Linoleum, Floor Cloths, Machinery Belting  
 Leather, Rubber, and Patent Troughed  
 Rail, Patent Scandinavian Belt Guides, Engine  
 Packing, Rubber Sheets, Valves and Washers,  
 etc., etc., can be seen and prices ascertained at  
 the above address.

The Pulsmeter Engineering Co.'s No. 1  
 Champion Hand Ice-Making Machine can also  
 be seen and tried.  
 Hongkong, 28th August, 1890. [1230]

## KUHN &amp; CO.,

JAPANESE AND CHINESE FINE ART DEPOT.

21 &amp; 23, QUEEN'S ROAD.

Hongkong, 21st July, 1890. [1272]

## Intimations.

NOTIFICATION.

**BRITISH NORTH BORNEO & LABUAN.**  
**REVENUE FARMS FOR 1891.**

THE Government are prepared to receive  
 Tenders for the following Farms for 1891.  
 1. *The Opium Farm*.—Including the sole  
 right to import raw or manufactured Opium for  
 consumption in the Colony of Labuan and its  
 Dependencies, and in the State or District of  
 British North Borneo to which the Farm applies,  
 and to prepare and sell and or to license others  
 to prepare and sell Opium, Chandoo and Opium  
 Dress.

The Regulations governing the Farm are  
 contained in Labuan Ordinance No. 11, of 1873,  
 adopted in British North Borneo, and in Notifi-  
 cation No. 111 of 1889.

The Maximum retail prices allowed by the  
 Regulations are as follows:

Tails.	Chees.	Hons.	\$ c.	Not more
6	8	0	10.00	than 270
3	2	0	5.00	Chees can
0	6	2	1.00	be prepared
0	2	9	0.50	from one
0	1	0	0.19	Ball raw
0	0	1	0.02	Opium,
1	Ball		40.	

2. *The Spirit Farm*.—Including the sole right  
 to import and to sell and or to license others to  
 import and sell Chinese Wines and Spirituous  
 Liquors of C-1 class manufacture, and the sole  
 right to sell and to issue retail and wholesale  
 licenses to sell all other Wines, Beer and  
 Spirituous Liquors.

The Farm is governed by Proclamations No.  
 VIII of 1889 and III of 1888.

3. *The Pawnbroking Farm*.—Including the sole  
 right to keep and or to license others to  
 keep Pawnbroking Establishments.

The Farm is governed by Labuan Ordinance  
 No. 111 of 1888 as amended by Ordinance No.  
 1, of 1889, and Notification No. 131, of 1889.

4. *The Gambling Restriction Farm*.—Including  
 the sole right to keep and or to license  
 others to keep Gambling houses, and to issue  
 permits to Gamble.

The Farm is governed by Proclamations No.  
 II of 1883 and VII of 1889 and Notification No.  
 108 of 1889. It does not extend to Labuan.

5. *The Customs Farm*.—Including the sole  
 right to collect all Import and Export Duties,  
 payable to Government, viz.—On the East Coast  
 Bay on Goods on Rattas, Gutta, Wax, Birds-  
 nest, Timber, and all jungle and sea produce.  
 Import Duties on Tobacco, Spirits, Salt and  
 Matches. On the West Coast—Export Duties  
 on all jungle and sea produce, the same as for  
 East Coast District. Import Duties on Salt,  
 Spirits, Tobacco, Matches, Iron, Brass and Cloth.

6. *The Blachan Farm*.—Including the sole  
 right to catch shrimps and to manufacture  
 Blachan and or to license others to catch shrimps  
 and to manufacture Blachan.

7. *The Bird-nest Farm*.—Including the sole  
 right to collect the Government  
 share of 10% on all nests from Madal  
 and Segalong Caves.

A separate Tender must be submitted for each  
 of the above Farms.

Each tender may be for one or more of the  
 following Districts or places, and if the Farm  
 of more than one of the Districts or places men-  
 tioned is applied for, a separate Tender should  
 be submitted for each District or place viz.—

1.—The whole State of British North Borneo,  
 extending from Siptong River in Padas  
 Bay on the West Coast, to Sibucco Bay  
 on the East Coast, and also the Colony  
 of Labuan and its Dependencies, as  
 regards the Opium Farm only.

2.—The East Coast District from Tanjong  
 Inarutang to Sibucco Bay including  
 Darvel, Labuk, Sugut, and Sandakan  
 Bays, Klabatangan, Segama, and all  
 rivers within the District.

3.—The Simporna District from Simporna to  
 Batu Tenagat.

4.—The West Coast District from Tanjong  
 Inarutang on the North to Siptong on  
 the south, including Banguey and Balam-  
 bang Islands and also the Colony  
 of Labuan as regards Opium only.

5.—Kudat District.—From Tanjong Inar-  
 utang to Sampangmang Point including  
 all Rivers in Marudu Bay and the Islands  
 of Banguey and Balambang.

6.—Gaya District.—From Sampangmang  
 Point to Bangawan River including  
 Tampassuk, Abay, Amang, Sulamat,  
 Tamar, Gay, Bay, Putatan, Pagar,  
 Kimanis and all Rivers south to and  
 including Bangawan.

7.—Padas District.—From Kuala Penyui to  
 Siptong including Kilas, Padas-Damit,  
 and Padas Besar and all Rivers south to  
 and including Siptong; also including the  
 Colony of Labuan as regards Opium only.

8.—The Colony of Labuan and its Depen-  
 dencies.—For the Opium Farm only.

Each tender should state the monthly payments  
 for the year 1891.

Tenders for the Opium Farm for the whole  
 State and the Colony of Labuan or for the East  
 Coast District and for the Spirit, Pawnbroking,  
 Gambling Restriction and Customs Farm, East  
 Coast or Sandakan, will be received by the Govern-  
 ment Secretary, Sandakan, on or before 30th  
 November. All tenders should be under Seal and  
 marked "Confidential Tender for Revenue Farm."

Tenders for the Farms for separate Provinces,  
 such as Kudat, Gaya, Padas, Darvel Bay or La-  
 buan will be received by the Officer-in-Charge  
 of the Province or Colony on or before 15th of  
 November.

The Government does not bind itself to accept  
 the highest or any tender.

Each tender should specify in full the names,  
 residences, and occupation of the persons tender-  
 ing, and should give similar information as to the  
 proposed securities.

Persons who do not wish to tender in their  
 own names may use a number of not less than  
 3 figures; but those doing so should send their  
 true names with the number used in separate  
 envelope, marked "Private," to the Governor at  
 Government House.

All Farms are subject to the Laws and Re-  
 gulations now in force, or which may from time  
 to time be enacted or issued by Government con-  
 cerning the same.

Any further information on the subject may be  
 obtained from the Treasurer-General, Sandakan,  
 or from the Officer-in-Charge of the different  
 Districts or Stations, and from the Company's  
 Agents in Singapore or Hongkong.

By His Excellency's Command,  
 L. P. BEAUFORT,  
 Government Secretary.

GOVERNMENT SECRETARY'S OFFICE.  
 Sandakan, 21st September, 1890. [1402]

## NOTICE.

**GRIFFITH'S PHOTOGRAPHIC ROOM**



# MAIL SUPPLEMENT. The Hongkong Telegraph.

No. 2685

THURSDAY, NOVEMBER 6, 1890.

SIX DOLLARS  
PER QUARTER

## BIRTHS.

At Shanghai, on the 24th October, the wife of R. R. ENDICOTT, of a daughter.  
At Shanghai, on the 29th October, the wife of Captain W. M. LANG, Royal Navy, of a son.  
At No. 1, Hongkong Road, Shanghai, on the 30th ulto, the wife of A. M. ARCHIBALD, of a son.

## MARRIAGES.

At H.B.M.'s Consulate-General, Shanghai, on the 26th ulto, before J. P. Hughes, Esq., and afterwards at the Synagogue, "Beth-El" by the Rev. S. S. D. Cohen, M. NISSIM, to MOZELLY, youngest daughter of the late N. Isaac, of Shanghai.

At Holy Trinity Cathedral, Shanghai, on the 28th ulto, by the Rev. H. C. Hodges, M.A., ROBERT OSWALD, Imperial Artillery, Tientsin, to SARAH, eldest daughter of Malcolm McLarty, Edinburgh.

## DEATHS.

At Hankow, on the 28th ulto, Captain KARL MENAR YANKOWSKY, of the C. M. S. N. Co.'s steamship *Kianglung*, aged 53 years.  
At Shanghai General Hospital, on the 25th October, WILLIAM EDWIN MOXBAM, aged 45 years.

At Hongkong, on the 30th October, H. E. SIDFORD, Esq., Commissioner of Customs, Swatow.

At Shanghai General Hospital, on the 31st October, COSMO INNES BURTON, B.Sc., F.R.S.E., aged 28 years.

At the Civil Hospital, on the 2nd instant, JAMES MOORE, of the Chinese Customs Service, Kowloon, aged 28 years.

## The Hongkong Telegraph.

HONGKONG, THURSDAY, NOVEMBER 6, 1890.

### THE CUSTOMS BLOCKADE OF HONGKONG.

The middle who wrote home of the Orientals that they had "Manners none, and Customs nasty" must surely have had a prophetic prescience of the future attitude of the Chinese authorities towards Hongkong. For half a century this colony has borne the vexatious incubus of a tax-collecting blockade; it was made the subject of a Convention as far back as 1876, and again in 1886, when (not to disturb very muddy waters by recounting the circumstances leading to it) an agreement was entered into between England and China at a conference held in Hongkong between Mr. (now Sir) JAMES RUSSELL, Sir ROBERT HART, SHAO Tao-tai, and Mr. BYRON BRENNAN, H.B.M.'s Consul at Tientsin, by which it was agreed to bring forward the present Opium Ordinance on certain conditions, among which was one "that an office under the Foreign Inspectorate shall be established on Chinese territory, at a convenient post on the Kowloon side," and another "that the foreign officer who will be responsible for the management of the Kowloon Office shall investigate and settle any complaints made by the junks trading with Hongkong against the Native Customs Revenue Stations or Cruisers in the neighbourhood, and that the Governor of Hongkong, if he deems it advisable, shall be entitled to send a Hongkong officer to be present at, and assist in, the investigation and decision."

How those conditions have been categorically ignored by the Imperial Maritime Customs—how the great junk trade of this Colony has been oppressed and, to some extent, killed by that mongrel and despotic organisation—is only too common knowledge. It is characteristic of the Chinese Government that whilst they barely allow the fringe of their empire to be touched by western nations, they should establish the direction of their most important Customs District in the centre of Hongkong. Against that we have so often inveighed that we need scarcely reiterate our arguments. By ever permitting the head-quarters to be set up here the British Government have caused immense harm; innumerable complaints have been, and are still being, made by junk-owners against the high-handed manner in which they are called on to leave to—even whilst in British waters—by the swarm of Customs launches that blockade the exits from Victoria Harbour; they are often detained for many hours, the crew ill-treated, and many acts of pilfering—not to call it looting—committed. To any remonstrances the answer is that the British Government sanctions this privatising, that it is, practically in co-operation with the Customs authorities, and will not protect the junk owners.

Fortunately, the other day, a gross and, undoubtedly, example of "Customs' courtesy" was exposed by Mr. F. H. MAX, the private secretary to the Governor of Hongkong, whose launch was stopped and boarded under the most exasperating circumstances. The result, we hear, has been that the Government—albeit at the eleventh hour—are moving firmly in the matter, and we trust that strong representations have been already made to the home authorities. The Chinese merchants and junk-owners, it is said, are also moving in the matter, and will probably present a very plainly-worded petition to the Government, shortly. There can be no doubt as to the injustice which they suffer. The territory of any Power has, of course, its defined jurisdiction, but, considering the valuable privileges that the Kowloon Customs enjoys under our aegis, and the international comity supposed to exist between England and China, the hundreds of trading boats that leave Hongkong every week have a right to expect more decent treatment. This is not a beleaguered depot full of China's enemies, or a nest of smugglers, and must not be treated

as such, or reprisals will follow. Probably the best way to solve the enigma as to how far the rights of the Celestial *douane* extend would be for the junk people to take up the first clear case of ill-usage, robbery, or violation of territorial rights and appeal to the Hongkong Government for protection, by changing the offending Chinese officials with an act of piracy. That will settle it, once for all.

As we write we hear of an atrocious example of this armed espionage. A day or two ago the British water police seized two small junks in Hongkong waters, near the village of Stanley. Each was flying the dragon flag, and contained plundered clothing and cargo. The crews, who were armed to the teeth, claimed that they were there under orders, but they were carried into Stanley, notwithstanding. Commander RUSSEY, the Harbor Master, made inquiries in the matter, but only to find that the Customs people repudiated any connection with the "pirates." Whether they had or not will, of course, come out when the men are prosecuted for piracy. It is significant, too, that our port officials are summarily ordering the cloud of Chinese revenue cruisers to anchor in the proper ground, opposite the Cricket Ground, under pain of prosecution. Hitherto they have hung about the junk anchorage, right under the shadow of the Harbour Department, in a most intimidating way. We hope the Government will continue the firm policy they have initiated, and that the independence and freedom of Hongkong be unmistakably established.

### THE CHINA BORNEO COMPANY, LIMITED.

The second report of the Board of Directors to the ordinary meeting of shareholders, to be held at the Hongkong Hotel, at noon, on Saturday next, is as follows:—

Your Directors have now to lay before you the accounts for the year ending 30th June, 1890, which they regret to have to lay before you at a loss of \$10,247.72 after deducting \$4,977.24 carried forward from last account.

**TIMBER BUSINESS.**  
During the twelve months the shipments of wood from Sandakan were 253,276 cubic feet as against 142,000 cubic feet during the previous twelve months. The directors regret that this department of the Company's business has been unsatisfactory. Owing to the general depression of trade a serious drop in price has taken place, but with the revival of trade it is hoped that stocks now held will be cleared off at improved prices. The out-put has now been restricted. A trial shipment sent to London has been partially sold at satisfactory rates.

**SANDAKAN SAW MILLS.**  
These are doing profitable work and show a credit balance for the last six months of \$1,784.00, a satisfactory figure considering the mill during that period did a great deal of its own construction. The mill has more orders on hand than it can execute, and two new boilers, which have recently been shipped, will increase the power of out-put considerably. The engine repairing shop attached to the mill has also done good work. The wharf has been constructed entirely of "billion" wood and has proved very useful for loading ships.

**HONGKONG SAW MILLS.**  
The working account shows a balance at debit which in a large measure is attributable to loss incurred on a contract undertaken for supply of sawn timber to Shanghai. The mill is now paying its way judging from figures compiled during the current quarter.

**LOCAL TRADE AND AGENCIES.**  
The coasting steamers of the Company have done well and there is a considerable increase of revenue from agencies, etc.

**TOBACCO LANDS.**  
There has been no opportunity of realizing this asset during the past year. Your directors have succeeded in getting the balance of payment for the land postponed until next June.

**TIMBER CONCESSIONS AND PROPERTIES.**  
The various properties have been kept in a due state of repair and the directors have thought it well to open a Depreciation Account, from particulars of which it will be observed that all the properties, &c. have been written down to a figure at which it is considered the various assets should stand at the 30th June, 1890.

**DIRECTORS.**  
In accordance with the Articles of Association Mr. Davies and Mr. Layton retire but, being eligible, offer themselves for re-election.

**AUDITORS.**  
The Accounts have been audited by Messrs. Llyall and Henderson, who offer themselves for re-election.

**B. LAYTON,**  
Chairman.

Hongkong, 4th November, 1890.

### STATEMENT OF ACCOUNTS TO JUNE 30TH, 1890.

Liabilities.	
Capital—	
1,410 Shares, fully paid up, allotted to E. E. Abrahamson & Co. in part payment as per prospectus, each value \$100	\$141,000.00
140 Shares, fully paid up, allotted to Vendors of Saw Mills in part payment for same, each value \$100	14,000.00
608 Shares, half paid up, allotted to E. E. Abrahamson & Co. in part payment as per prospectus, each value \$50	30,400.00
5,244 Shares allotted to the public, each value \$50	262,200.00
Sundry Creditors	139,178.39
Hong & Shanghai Bank, Advance a/c	46,930.00
Hong & Shanghai Bank, Current a/c	5,839.28
Bills Payable	5,500.00
	\$650,047.67
Assets.	
Goodwill account	\$6,406.82
Town and Country Lands	28,141.29
Timber, Concessions	27,704.63
Less value of acreage	4,116.75
	25,587.88

Steamship Sandakan, cost of	25,545.72
House Property, value of	9,724.43
Plant, value of	5,436.95
Less depreciation 10 per cent.	543.69
	4,893.26
Furniture value of	2,129.26
Less depreciation 10 per cent.	212.92
	1,916.34
Boats, Lighters and Launches	23,601.62
Less depreciation 10 per cent.	2,360.26
	21,241.36
Tug <i>Normanhurst</i>	17,336.68
Less depreciation 10 per cent.	1,733.66
	15,603.02
Barque <i>Tarapaca</i> , value of	15,208.55
Hongkong Saw Mills	28,000.00
Less depreciation 10 per cent.	2,800.00
	25,200.00
Sandakan Saw Mills, cost to date	61,151.87
Timber Stock at Shanghai	3,420.27
Less depreciation 10 per cent.	342.03
	3,078.25
Timber Stock at Tientsin	38,930.42
Less depreciation 10 per cent.	3,893.04
	35,037.38
Timber Stock at Borneo	54,712.49
Less depreciation	2,785.12
	51,927.37
Timber Stock at Hongkong	81,936.14
Less depreciation 10 per cent.	8,193.61
	73,742.53
Sundry Debtors	53,831.51
Cash with Manager at Sandakan	35,508.93
Cash in Transit	18,056.00
Stocks, Stores, Coal, Sawn Timber, Live Stock &c., &c.	18,692.50
Uncompleted Voyage steamship Sandakan	2,352.98
Uncompleted Voyage barque <i>Tarapaca</i>	1,030.89
Unexpired Rents, Insurances and Fees	1,308.74
Amount Depreciated, as per statement	22,864.32
Amount carried to Working a/c	10,247.72
	\$650,047.67

### STATEMENT OF DEPRECIATION.

To Plant Account	\$4,569.69
" Furniture Account	212.92
" Bents, Lighters and Launches	2,360.26
" <i>Normanhurst</i> Tug	1,733.66
" Hongkong Saw Mills	2,800.00
" Timber Stock, Shanghai	342.03
" Timber Stock, Tientsin	3,893.04
" Timber Stock, Borneo	2,785.12
" Timber Stock, Hongkong	8,193.61
	\$22,864.32
By Amount carried to New Account	\$22,864.32

### WORKING ACCOUNT.

Dr.	
To Charges	\$11,510.23
" Salaries	15,365.51
" Hongkong Saw Mills Working a/c	4,838.39
" Medical Department	1,603.17
" Exchange	1,403.62
" Bad Debts	1,022.68
" Telegrams	550.10
" Auditors' Fees	350.00
	\$36,789.79
Cr.	
By Balance from last account	\$4,977.24
" Commissions	8,809.06
" Timber sales, profit on	1,133.91
" Steamers and Launches Working a/c	4,253.63
" House and Store Rents	1,530.71
" Sale of Sandakan Stores, &c.	1,512.43
" Saw Mill at Sandakan, Working a/c	1,784.00
" Interest	2,012.00
" Sale of Land	500.00
" Scrip and Transfer Fees	34.00
" Balance to Profit and Loss	10,247.72
	\$36,789.79

For the China Borneo Company, Limited.  
GIBB, LIVINGSTON & CO.,  
Agents in Hongkong and China.

We have compared the accounts with the books and vouchers at the Company's office and found them correct.

F. HENDERSON, } Auditors.  
R. LLYALL, }

### CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

#### THE PUNJON CO.'S MEETING.

TO THE EDITOR OF "THE HONGKONG TELEGRAPH."—Sir, The accompanying reply has been addressed to Mr. Fraser-Smith in answer to the letter communicated by him to your paper. The Directors wish to state that they are fully satisfied with the services rendered by Mr. Fraser-Smith, especially with regard to the formation of the Punjon-Pahang Gold Company, Limited; he cannot be held responsible for the inability of that Company to meet its engagements, and they are of the opinion that it would be very detrimental to the interests of the Punjon-Pahang Gold Company for Mr. Fraser-Smith to sever his connection with the management of the Punjon-Pahang Gold Company, Limited, and the Directors think it advisable that he should do so with the understanding that for the remainder of the time of his agreement he accepts half of the original remuneration.

I remain, Sir,  
Yours faithfully,  
A. O'D. GOURDIN,  
Secretary.

Hongkong, November 1st, 1890.

(Copy)

R. FRASER-SMITH, Esq.

DEAR SIR.—Your letter of the 28th instant was duly received and placed before my Board.

They are advised as follows:—

Mr. Fraser-Smith's contention is that the poll was invalid as not being in conformity with the Articles of Association of the Company, and the Articles of Association of the Company, and the shareholders, as his amendment had on a show of hands, been carried by an overwhelming majority. It was duly carried. There is no doubt that the poll was called in conformity with the Articles and therefore the amendment of Mr.

Fraser-Smith was not defeated by such poll. The next question is, was it carried on the previous show of hands. We think not, for the following reason:—

"By subsection 15 of Section 13 of the Company's Articles it provides a declaration by the Chairman of any meeting that a resolution has been carried thereon upon a show of hands shall be conclusive, and an entry to that effect in the book of proceedings of the Company shall be sufficient evidence of that fact without proof of the number or proportion of the votes recorded in favour of or against such resolution, unless immediately on such declaration a poll shall be demanded in writing by at least two shareholders present and entitled to vote at such meeting."

"It appears that no declaration by the Chairman, that the amendment was carried, was ever made, and hence the amendment was never legally carried, and as the original motion was then put and declared carried, we consider that the accounts and report were duly adopted and passed, and Mr. Fraser-Smith's contention is wrong."

The Directors wish to inform you that Mr. Becher is under agreements to the Company till 31st May, 1891, and therefore could not be dismissed by any formal resolution at a general meeting.

No further engagement will be made with Mr. Becher without taking the opinion of the shareholders.

If you still require the list of shareholders I will be happy to send it to you.

I remain, dear Sir,  
Yours faithfully,  
A. O'D. GOURDIN,  
Secretary.

Hongkong, November 1st, 1890.

### LOCAL AND GENERAL.

Tag returns of the number of visitors to the City Hall Museum for the week ending Nov. 2nd, are:—Europeans, 236; Chinese, 1,962; total, 2,198.

This gunboat *Rattler*, which is shortly to be paid out of commission, is being prepared for that event, her stores, etc., being removed to the *Victor Emanuel*, where, to-day, her crew will be transferred to await the arrival of the troopship, which is expected sometime in February.

We are in receipt of correspondence from the North conveying intelligence of the appointment of Mr. Greathouse, late U.S. Consul-General at Yokohama—who lately paid a flying visit to Korea—to something or other in the service of the Korean Government. It is said he will become Foreign Adviser under Judge O. N. Denny. We hold over the publication of the correspondence pending further advice from the Hermit Kingdom, the political affairs of the mushroom State being, apparently, on the verge of a serious crisis.

The brothers Pereira, who are charged at Shanghai with setting fire to three houses in North Soochow Road, are to be sent to Macao, and will be forwarded to Hongkong by the *Canton*. The insurance companies interested, if they want the case to go to trial, will have to prosecute, and after a stated period, if no one appears against them, they will be released. It will be remembered, says the *N. C. Daily News*, that a Portuguese was sent to Macao some time ago for defrauding a Shanghai firm. He has not been tried yet as no prosecutor appeared from the firm, has been out on bail for a long time, and will soon be allowed to go where he likes, as his Government does not undertake the prosecution, and the same remarks apply to the case of the brothers Pereira.

The second competition among the members of the Hongkong Rifle Association for the subscription challenge cups and range spoons took place on Saturday last. The short range cup was won by Mr. F. W. Watts, who also took the 600 yards spoon. Mr. F. W. Watts made the same total score at 600 as Mr. Crose made the score of the latter was better, according to Bisley rules. P. C. Watson took the 500 yards spoon. The best time scores are appended:—

Name.	500 yds.	600 yds.	Total.	Grand Total.
Mr. F. W. Watts	23	23	46	1,000
P. C. Watson	23	23	46	1,000
Mr. F. W. Crose	23	23	46	1,000
Mr. W. Crose	23	23	46	1,000
Mr. W. Hancock	23	23	46	1,000
Mr. E. J. Woods	23	23	46	1,000
P. C. Watson	23	23	46	1,000
Sergeant Bullen	23	23	46	1,000

The following telegram to a San Francisco contemporary has considerable interest for Hongkong:—Halifax, Oct. 2.—A large gathering of friends and Cabinet Ministers visiting in Halifax was held yesterday near Rockingham. Fifteen hundred persons were present. Speeches were made by Sir John Thompson, C. H. Tupper, Sir John A. Macdonald and T. E. Kenny, M.P. All announced themselves as favoring reciprocity with the United States, and spoke of the efforts of the Dominion Government made in that direction, particularly referring to Sir Charles Tupper's last visit to Washington, when he was authorized to negotiate reciprocity and a full settlement of the fishery dispute. Sir John Thompson announced the present policy of the Government, owing to the tariff changes in the United States, to be to subsidize fast steamship lines on the Pacific and Atlantic, thus giving the Canadian people facilities for transporting their produce and manufactures in a rapid manner, to the populous regions of China, Japan, and Australia and to the great markets of Europe.

In the *North-China Daily News* during the past two months there have appeared frequent announcements of liberal contributions from various foreign firms in Shanghai towards the relief of the distress in Chihli. We are, however, credibly informed, says the *Chinese Times*, that these are not voluntary contributions at all, but a species of blackmail levied on the foreign merchants by the piece-goods dealers, who are themselves blackmailed by the officials. No doubt extreme pressure has been used by the Chinese authorities to provide for its financial necessities, and there is scarcely a corner of the whole empire that has not been laid under contribution for the poor of Chihli. That is the Chinese way of doing things. But it is difficult to understand what pleasure the foreign firms derive from parading their names as contributors to such "benevolences." And if they submit to the extortion either under an implied threat of losing business, or a promise of good things hereafter, there seems even less reason to be proud of the distinction. With what face will the merchants henceforth renege what will be their own authorities for neglecting to maintain rights *vis-a-vis* the Chinese which they are ready themselves to surrender at the first summons? The example set is not a good one.

CAPTAIN BISHER, Const Inspector, and Mr. David Marr Henderson, Engineer-in-chief, returned to Shanghai by the German mail steamship *Bräunschweig* on the 3rd inst., after completing their inspection of the Hainan Straits where the Inspectorate of Customs contemplate erecting a much-needed light-house.

No fewer than four British men-of-war are at Shanghai. The *Wanderer* arrived on the 28th ulto from Nagasaki, and the *Linnæa* the following morning from Swatow, whence she was followed in the course of the afternoon by the *Firebrand* which the *Linnæa* had supplied with sufficient coal to make the passage up.

A COURT-MARTIAL was held on board H.M.S. *Victor Emanuel* on the 3rd inst., when Robert Blyth, assistant paymaster of that ship, was tried by the commanders now in harbour for having fraudulently misappropriated \$75 paid into the Royal Naval Savings Bank during July and August last. Commander Festing prosecuted on behalf of the Commander, and the prisoner, pleading guilty, was sentenced to one year's imprisonment with hard labour, and to be dismissed from the Service with disgrace.

UNDER the heading of *Foyeuse Histoire*, a Saigon contemporary recounts that on the 23rd ulto, a married resident, who had commenced proceedings for a divorce, went to his house with some friends, like the gentleman in "Don Juan," "to prove himself that which he most abhorred." It was quite successful. A gentleman attired in little else besides a moustache left by the window, and a smart race ensued for about 500 yards, when he disappeared. We regret that the comments made by our contemporary are too Rabelaisian to be translated—they are very funny.

THE *Mercury* reports the bestowal, by the Emperor of China, of the insignia of the *Pao Fing* of the 4th Class, on a much-respected fellow-resident, Mr. B. Palamoutian (who for 20 years has filled the position of manager in the Printing Office of the Inspectorate General, in Shanghai), for "good service in connection with the Fleet." The decoration of the *Pao Fing* of the 4th Class is a large silver medal, with double dragon, on an enamelled or, and with a blue sapphire set in the centre, together with a purple ribbon or collar, ornamented with green dragons, accompanied with the patent.

In connection with the recent suicide of a supposed American millionaire, at Yokohama, and the evidence of his "wife," the *San Francisco Bulletin* says:—New York, October 5.—The extraordinary career of Leonard Tobias in Yokohama ending with his suicide in the Grand Hotel there has excited much comment among his friends in this city. Louis Tobias, a jeweler at 165 Bowery, is the young man's father. Neither the size of the store nor the character of the stock would indicate that the proprietor was worth the many millions he was credited with in the dispatch from Tokyo, and that detail of the story is finally dispensed of by the jeweler's statement that he is not a millionaire. There is every reason to believe that young Tobias fell in with an adventurer who inspired him to play a brilliant game of bluff which ended with the pistol shot that killed him.

TELEGRAPHIC news was received at Shanghai from Hankow on the 28th ulto, of the death, at that port the same morning of Captain Yankowsky, the popular commander of the *Kianglung*. Captain Yankowsky had been running on the Hankow-Chang line for many years, and was a well-known collector of ferns, fossils, butterflies and other insects, his collections having enriched the British Museum and museums in Berlin, and other capitals. He was a very painstaking collector, and more than once received the thanks of the British Museum authorities. In one case he secured a fossil which completed the structure of an extinct animal in one of the museums, and he had a boat built and fitted out for expeditions to the borders of Tibet in order that his men might obtain rare specimens. The deceased came out to China in 1857 and was for many years a pilot in the employ of the old Shanghai Steam Navigation Co., being then known as "Charlie Birch." He died at the age of 52, and leaves a widow and four children.

### THE statistics of the Alice Memorial Hospital for October are as follows:—

In-Patients remaining in Hospital 1st October	68
In-Patients admitted during October	59
Total In-Patients treated	137
Of these there were:	
Discharged cured	44
Discharged relieved	22
Discharged on other grounds	3
Died	2
In-Patients remaining in Hospital 1st November	67
Out-Patients new cases	866
Out-Patients return-visits	1,180
Total Out-Patients visits	2,046
Operations	22
Vaccinations	35
Dental cases	9
Casualty cases	3

THE *Shanghai Mercury* of the 28th ulto, says:—We regret to have to record a very serious accident which befell one of the gentleman riders during the training at the Race Course this morning. Mr. J. Moffat, sub-accountant in the Head Office of the Hongkong and Shanghai Bank, who only arrived here a few days ago, had ridden a big pony named *Monte Christo* round the track the wrong way, and when the animal, who had on only an ordinary snaffle, although he has always had a bad reputation, came close to the enclosure gate, he made a dash to get out. Finding the wicket closed, he swerved very sharply and threw his rider with terrible force against some hurdles piled against the rails close to the Judge's box. There were a great many people about watching the pony, and Mr. Moffat, stunned and bleeding from the mouth and nose, was quickly removed in the ambulance to the Grand Stand, by numerous friends, some of whom at first believed he was killed outright. Messengers were hastily dispatched for medical assistance, and Dr. Henderson was soon on the spot and examined the injured man, who was subsequently removed to his own residence close by. It was found that his collar-bone had been badly fractured, and it is not certain that he has not sustained other and more serious injuries, as some of the spectators aver that they saw the pony kick at him on the ground. *Monte Christo*, who is the property of Mr. C. Evans, is the pony that distinguished himself at the last race meeting by going full tilt round the course three times before the race in which he was entered, his rider, Mr. Ferris, being utterly unable to hold him in.

A COMMISSION to report upon the squatter question, consisting of Mr. Fielding Clarke, Mr. J. Ackroyd, Mr. S. Brown, and Mr. Mitchell-Innes, has been appointed by the Acting Governor.

H.M.S. *Firebrand*, which arrived at Shanghai last Wednesday morning (Oct. 29th) from Hongkong via Swatow, after being 22 days on the passage, reported as follows:—Left Hongkong for Swatow on Oct. 2nd, and arrived at Swatow on the 8th, having anchored six times between the two ports on account of the want of lights along the coast, which prevented us proceeding at night. Coaled at Swatow and left on the 9th inst., encountered very strong head winds and high seas between Hongkong and Swatow. Reached Hui-tau Bay on the 11th and stayed there for five days. Anchored three times between Hui-tau Bay and Double Peak Island, and went on to the Taichow Islands where we again anchored, then went back to Swatow short of coal. No coal was procurable at Swatow, and we were taking in firewood, when the *Linnæa* arrived on Sunday night and supplied us with 18 tons of fuel. Left Swatow in company with the *Linnæa* on Monday, and arrived in port this afternoon. On the way up passed a battery of native artillery practicing with shrapnel at a target at the mouth of the Woosung River. The vessel had a narrow escape from being struck by a couple of shells which were recklessly fired right across her bows.

In our issue of Saturday last we reported that two residents of this colony, G. H. Mohammed Arab and P. F. Xavier, had been arrested in Chinese territory and detained by the mandarin at Chinese Kowloon. The cause of that incident was the accidental wounding, by one of them, of a small boy who had the misfortune to be in the "line of fire" of the two sportsmen instead of "potting" a snipe, they hit the boy. The affair was aired to the Viceroy of Canton by the officials of Kowloon, who, as soon as they received the necessary authority, notified the Hongkong police that they were ready to surrender the men, for whose release an application had been made that day. Acting Chief Inspector Cradock, with a body-guard of constables, at once went over to the diminutive city in a Government launch, at 8 p.m., and returned about half-past eleven o'clock on Saturday night with the absentees, who are bound over in their own recognisances of \$200 each to appear, if called upon, before a magistrate. The boy about whom all this hubbub has been made is but slightly wounded, a few stitches having been put in the skin, and becoming embedded in the flesh. Compensation will doubtless be made to the parents of the youth, who probably consider the affair a stroke of good luck.

The Stanley Side Show people have been introducing variety into their business. We gathered from their conduct here that they have a weakness for resorting to the arm of fish when critics do not recognise their talent—in fact for the last few nights they were here fights were regularly expected, and each "interval" was eagerly looked forward to by the crowds who went down to the Theatre "to see the scrap" which never came off. On Tuesday night, the 28th ulto, they produced "Olivette," and a crowd of rowing men, fresh from the Regatta, were among the audience, and expressed their sentiments—which were adverse



DUFFLERS are still the correct thing down in Saigon. A combat at 1000 ft. place on the 21st ult. in which one Mr. Myzinski was scratched twice. No "one corpse and a murderer" about this sort of thing.

"COUNT" Poonfies his name. A Shanghai contemporary complains that although he was sentenced to be deported on the 30th September, his departure seems as far off as ever. In the meantime, the ratenavers are compelled to support such people in idleness.

MR. BECHER evidently finds that the management of two alleged mining concerns does not occupy all his time. The *Strait Times* announce that he will not act as agent of Messrs. Huttenbach Bros. & Co., who have ceased to act. More half-pay!

Two residents of this Colony, a Portuguese and a Parsee, who were shooting near Chinese Kowloon on the 31st ult., managed to "pot" a Chinese boy, 10 years of age. They were seized by native soldiers and detained at the Magistrate's Yamen. The Hongkong authorities have applied for their release.

The *Progres de Saigon* publishes an application sent in by one M. de Gravier for the position of Lord High Executioner at Tonquin. He sets out, among his other recommendations for the "delicate office," that he is big, well made, naturally cool, and his light-red complexion would go well with the costume rouge which is de rigueur among professors of the guillotine.

THE exploitation of the Red River has given trade in Tonquin a great impetus. On the 21st ult. 25 junk, laden with goods valued at \$140,000, left Haiphong for Yunnan, although about a week before an even larger consignment had been sent up, and a similar amount was to follow about the end of the month. That means millions of dollars a year profit—if the stuff sells.

THE Hongkong Hotel presented an unusual spectacle on the 31st ult. The half-dozen wives of the sons of the Viceroy of Canton, all gorgeously with flowers and jewelry, came ashore from a gunboat, accompanied by a swarm of amahs and Viceroy-in-arms, for the special purpose of inspecting the hydraulic lift. After taking about forty-seven rides up and down they departed, much comforted.

THE Singapore Legislative Council Select Committee on the estimates for 1891 suggest a reduction of 67,670 dollars in the estimated expenditure which, however, comes to \$31,410 in excess of revenue. This comes of careful administration. In the Council the other week a facetious member told Sir F. Dickinson, the Acting Governor, that in days to come His Excellency would be known in the Settlements as "Frederick the Great in tender."

THE Scottish-Oriental boats are having a streak of bad luck as regards weather. The *Deva-ponne* arrived on the 31st ult. from Bangkok, which port she left on the 15th. She reports that on the 10th, when off Cape Paduan, she encountered a heavy gale, which developed into a typhoon by the 22nd, by which time her stock of coals had become so slender that she had to proceed to Saigon for supplies, and there her troubles ended.

H.M.S. *Rambler*, Commander L. S. Lawson, arrived at Shanghai on the 25th October, and reported as follows:—Engaged in continuation of survey in Chusan Archipelago since leaving Shanghai on September 15th. Ship and boats actively employed principally around Chusan and Tiaow, Twa Hwa, Taka Islands, and outside. Experienced strong N.E. winds. Communicated with H.M.S. *Go* at Hobson Islands last night, who had gone to assistance of *Firedrake*, now at Wenchow, short of coals.

COMPLAINTS have occasionally reached us for some time past as to the objectionable—not to say indecent—way in which the arrangements for funerals are carried out by the local firm of undertakers. This morning (1st inst.) a strongly worded complaint was sent in which we cannot altogether ignore. A highly-respected member of the community was interred yesterday afternoon, and to the disgust of the large number of gentlemen who attended at the Cemetery, the bier was borne by half-a-dozen Row 1. A very frequent error is the sight of the hearse passing through the streets with one Chinaman, smoking a short pipe, driving, and another clinging like a magnified death's head moth, to the back. Properly-organised competition would quickly do away with such an ill-directed monopoly.

THE report which we mentioned on the 29th ult. of the loss of two vessels belonging to the Peking Navigation Co. was not altogether unfounded, says the *N. C. Daily News*, for two of the ships had an uncommonly narrow escape. The *Ching-yuan* and a consort were coming down from Vladivostok when the Armstrong cruiser *Ching-yuan* bumped over the rocks off Cape Gnat, her consort running unharmed between the rocks and the Cape. The *Ching-yuan* was very seriously damaged, her stern being broken, her ram driven in, a lot of her outer bottom torn away, the inner bottom pierced by the rocks, and one of her propellers stripped of all its blades. She got into port with several compartments full of water, and had a very narrow escape of coming to Shanghai to be docked, after the necessary temporary repairs had been effected. It was little short of a miracle that her consort got through safely; another instance of China's proverbial luck.

DURING the past fortnight no less than 200,000 piculs of rice have arrived at Canton from the north—Wuhu and Chinkiang. That is owing to the drought prevailing in the province of Kwantung, which has resulted in the failure of the second crop of rice. Several steamers are now loading grain at Yangtze ports for the "southern capital," and it is probable, we learn from native sources, that the import of rice at Canton will continue unabated for the next three or four months. Freight, now steady, will probably be up some 20 to 30 per cent by the end of the current month, owing to the increasing demand for "the staple of life" of China's teeming millions in the sunny south. At present the rate from Bangkok is 28 cents per picul, at which figure the quotation is firm. The price of rice itself has risen about 10 to 15 per cent within the past fortnight, and with the advance of winter it must inevitably reach figures which will be well-nigh prohibitive. The Canton authorities, however, have taken time by the forelock, it would seem, and are doing all in their power to reduce the anticipated suffering of the masses as much as possible. The immediate prospects for the multitudes in the densely populated province of Kwantung are brighter, it may be said, than are those of their countrymen in the north, where an over-plus of rain caused disastrous floods which destroyed the crops over so large an area. The lethargy of northern officials stands out in this connection, in glaring contrast to the care and forethought of H. E. L. Han-chang and his subordinates.

NEWS has been received from Shanghai that Mr. J. Moffat, who was transferred hence to the Shanghai branch of the Hongkong and Shanghai Bank only a few days ago, was thrown from his horse the other day, and broke his collar-bone, besides sustaining other injuries.

THE French gun-boat *Phaetor* arrived on the 1st inst. from Haploing. She will return with M. Frandini, head of the Tonquin Frontier Delimitation Commission, who has come down from Peking, where he was acting as Secretary of Legation. Besides defining the frontier line he will endeavour to arrange difficulties that have arisen with the Chinese Customs.

THE tides at Woosung have been very low recently, and some of the steamers have experienced considerable delay in getting out. The *Meifoo* came over the Bar on the morning of the 25th ult., with little to spare, and the *Soochow*, *Woosung*, and *Taiyang* only got out today, the former having been detained since Tuesday evening. On Saturday morning the Woosung Harbour-master's signals showed only 10 ft. 6 in on the bar, which is as low as it has been for a long time.

FOR some time the relations between the local brokers of the cotton yarn imported from India, and the Chinese purchasers thereof, have been strained. The rule hitherto has been that the purchaser could take delivery at his own convenience, the result of which has been that not unfrequently been for two and even three years ago, and paid for two and even three years ago, and paid for two and even three years ago. The Indian brokers lately entered into a combination to limit the period of grace between booking and delivery to three months, after which godown charges would fall on the purchaser. The Chinese demur, and have solemnly sworn to buy no yarn on that understanding. As the imports are some 50,000 bales a month the result of the quarrel must be advantageous to the European salesmen.

CAPTAIN DUNN, of the Army Service Corps, sent twelve shipwrecked fishermen round to Mr. Horspool, the Acting Deputy Superintendent of Police this afternoon (31st ult.), with a report stating that they had been picked up this morning in the Ly-ee-mun Pass by an Army Service Corps launch, just after their frail craft, a sort of punt, had capsized. The men stated that their junk, which left Macao about a fortnight ago, was capsized in a heavy gale, and that they escaped in a boat, from which, after a passage of much difficulty and danger, they were this morning rescued. They were very kindly treated, and well fed at the Commissariat Barracks before being handed over to the police, who in their turn gave them in charge of Mr. Mitchell-Jones, the Protector of Chinese. The junk was towed into Shau-ki-wan some ten days ago, but not a soul on board, all hands being, presumably, drowned.

A VERY extensive fire occurred on the 25th ult., outside the Cemetery Road, Shanghai, just outside the limits of both the English and French Settlements, and close to the junction of the Yang-king-pang and Defence Creeks. The alarm was given at 2 o'clock, and on arriving on the scene, the French Company, who were naturally the first to reach the place, found that the conflagration was situated in a large yard, the property of a native dealer in bamboo, Foochow poles and timber, with which articles the yard was stored. The wind was unfortunately very high, and once the fire took a firm grip of the inflammable materials among which it originated, nothing could do to prevent it spreading to the neighbouring houses. Great difficulty was experienced in getting water, which had to be taken from the hydrants at the end of the Pakhoi Road, and it was some time before any could be laid on, except what the Chinese poured on with buckets from the Creek. From 80 to 100 houses were burned altogether, and the destruction would have been even more extensive had not the block been flanked on the windward side by a large piece of waste ground, which, although it is to be regretted, considering that the dirty old slaughter house at Pak-ai-jao has not been burned down, had it not been for the intervention of this waste tract. The property belongs to Akew, the well-known gardener, who is much to be sympathized with in the partial destruction of his garden conservatories, which were adjacent, and in which he luckily were displayed a magnificent lot of *orysanthemums*. The greatest confusion prevailed among the Chinese living in the locality, and it was truly pitiable to hear the wailing of the poor people looking on at the destruction of their houses. The Cricket Match between the "Feesbles and Duffers," and also the game of baseball in progress on the Recreation Club Ground, were broken up in consequence of a great number of the players having to rush off to the fire. The property was uninsured.

THE abolition of Chinese secret societies by the Straits Government has revealed to some extent the amount of terrorism exercised by the Celestial rowdies. The *Singapore Free Press* has the other day said:—A peculiar incident occurred this morning in North Bridge Road which forms an example of the sort of thing that frequently goes on amongst the Chinese without anything coming to the ears of the authorities. A respectable Chinese gentleman was driving into town in his private palanquin, and when near the end of Sago Street, a notorious haunt of samengs, he was surprised to see a Chinaman, apparently a coolie, endeavour in a state of excitement to jump into the palanquin. At first the impression of the occupant was that he was being attacked, and so he tried to thrust the man back. But he would not be denied, exclaiming that men were trying to kill him, and forced his way in, begging for help. Seeing that the man's fear was real the Chinese gentleman suffered him to remain while the particulars were told. From what was said, it appeared that the man was to be seen, as the gentleman concluded him to be—that there was a design to kill him, this being connected with some secret society affair, doubtless. The gentleman said he would drive the man, a Teochew, to the Police Station and put him under the protection of the authorities. The matter was there reported to some European Inspector or other, but possibly through stupidity or misunderstanding the Chinese gentleman was treated rather cavalierly, even getting a blow on the head, and when he was being removed to be locked up, the poor Teochew on his way to the Police Station, thinking that there was more reason in his case than in that of the man who was most anxious to have the Chinese gentleman with him. The man is to be medically examined as to his sanity, but of that our informant, the gentleman himself, appears to have no doubt. He declares there are many such cases, quite unknown to the Police, and he rescued a man three years ago from a similar danger. The latter came to him about a year afterwards to thank him, saying that he would certainly have been in the gallies in which four men were carrying him off. The attention of the Protector of Chinese might be given to the case of this morning, for we are assured that it is only one indication of an existing state of things among the Chinese that would imply that the Societies difficulty has by no means disappeared, but is merely assuming a new form.

This day month the electric lighting service will be inaugurated here. The wires—some eleven miles altogether—are already in position, and all that is now required is to put up the lamps.

ONE of the prisoners who was arrested at No. 17 New Street on the 6th of September, and for whose rendition the Chinese authorities applied, committed suicide in the Gaol this morning (30th ult.) by cutting the band off his trousers and hanging himself from a bar, although two European prisoners were supposed to be on duty to watch him and his accomplices. He probably committed the deed in order to escape the torture which he knew awaited him at Canton, to make him confess a lot of crimes committed during his career as a free-booter. An inquest was held by Mr. Wodehouse and after a prolonged hearing a verdict of *felix de se* recorded.

AT the Singapore Police Court the other day the Police brought up a test case to obtain the magisterial ruling on a new form of gambling. Two Chinamen and two Klings were charged with keeping their premises as common gaming houses. They had displayed on their walls photographs and pictures for sale; each bore a number, corresponding with a number in a sort of lottery going on inside the house. Another variety was the old ring-and-stick game, rings were thrown at a number of sticks, which were stuck upright and all numbered to correspond with the prices kept at the back. The evidence was not questioned, but for the defence it was claimed that this was not gambling, within the meaning of the Ordinance. The Magistrate decided that it was, but being only a test case, he imposed a nominal fine of \$5 and costs on one prisoner, and dismissed the others, cautioning them all to close their premises within a week. In connection with the former the plan adopted is to hang on the wall photographs, each with a number on the back corresponding to a number on certain articles; for ten cents one photograph can be pointed out, and the corresponding prize is awarded. It may be worth two cents or two dollars. A tale is told by the *Singapore Free Press* of a certain Inspector of Police going down to make a test case. He paid his coin and as a prize got a mirror worth a couple of dollars. Being a good-looking man he kept the looking-glass and dropped the case. Query, was the prize the result of his good looks, or because he was an Inspector, or because the owner of the lottery was a wily man?

### THE SURVEY OF GAP ROCK.

The Secretary of the Chamber of Commerce forwards the following correspondence for publication:—

HONGKONG GENERAL CHAMBER OF COMMERCE, Hongkong, 31st October, 1890.

SIR,—The Committee of this Chamber have on several occasions had the honour of addressing you in reference to lighting the Southern approach to the Harbour of Hongkong when it was finally decided to fix on the Gap Rock as the most suitable site for the Lighthouse. The Committee consider it would add much to the usefulness of the Lighthouse if it were put in direct communication with Hongkong, and at a recent meeting it was resolved to bring to the notice of His Excellency the Officer Administering the Government the desirability of establishing communication either by electric cable, or, should such a course be feasible, by telephone.

It appears to the Committee highly desirable that the Gap Rock should be connected with Hongkong not only for the purpose of keeping abreast of which it originated, nothing could do to prevent it spreading to the neighbouring houses. Great difficulty was experienced in getting water, which had to be taken from the hydrants at the end of the Pakhoi Road, and it was some time before any could be laid on, except what the Chinese poured on with buckets from the Creek. From 80 to 100 houses were burned altogether, and the destruction would have been even more extensive had not the block been flanked on the windward side by a large piece of waste ground, which, although it is to be regretted, considering that the dirty old slaughter house at Pak-ai-jao has not been burned down, had it not been for the intervention of this waste tract. The property belongs to Akew, the well-known gardener, who is much to be sympathized with in the partial destruction of his garden conservatories, which were adjacent, and in which he luckily were displayed a magnificent lot of *orysanthemums*. The greatest confusion prevailed among the Chinese living in the locality, and it was truly pitiable to hear the wailing of the poor people looking on at the destruction of their houses. The Cricket Match between the "Feesbles and Duffers," and also the game of baseball in progress on the Recreation Club Ground, were broken up in consequence of a great number of the players having to rush off to the fire. The property was uninsured.

Should additional funds, to those already voted, be received to carry out the suggestion of the Committee the temporary expenditure on tonnage now levied could be continued till the additional expenditure was liquidated.

Requesting that you will be good enough to lay the contents of this letter before His Excellency the Officer Administering the Government for his favourable consideration.

I have, &c.,  
(Sd.) F. HENDERSON,  
Secretary.

Hon. W. M. Deane, M.A., C.M.G.,  
Acting Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,  
Hongkong, 6th October, 1890.

SIR,—I am directed by the Officer Administering the Government to acknowledge the receipt of your letter of the 3rd inst., suggesting that communication be established between the Gap Rock Lighthouse and Hongkong, and to acquaint you for the information of the Chamber of Commerce, that although His Excellency is not at present in a position to make any promise as regards the matter referred to, he will nevertheless give it his careful consideration, and will lose no time in making enquiries as to the cost of effecting the object desired by the Chamber.

I have, &c.,  
(Sd.) W. M. DEANE,  
Acting Colonial Secretary.

F. Henderson, Esq., Secretary, Chamber of Commerce.

HONGKONG GENERAL CHAMBER OF COMMERCE, Hongkong, 31st October, 1890.

Commadore E. J. Church, R.N.

SIR,—The attention of the Committee of this Chamber has been directed to a Notification of September 6th stating that several dangers had been disclosed in the neighbourhood of the Gap Rock, and warning ship-masters not to approach on either side nearer than 1½ cables. In connection with this Notification I have been instructed to address you on behalf of the Committee who will feel greatly obliged if you can kindly inform them, if it is in your power to do so, if any steps will be taken to carefully survey and lay down on the charts these dangers which, extending as they do to a considerable distance on both sides of the Gap Rock, are a serious menace to shipping and may, if allowed to remain unsurveyed, render the Lighthouse a danger rather than a safeguard to vessels travelling in these waters.

I have, &c.,  
(Sd.) F. HENDERSON,  
Secretary.

H.M.S. "VICTOR EMANUEL," Hongkong, 6th October, 1890.

SIR,—I am directed by the Commadore to acknowledge the receipt of your letter of the 3rd inst., stating that several dangers have been reported as existing in the neighbourhood of the Gap Rock.

2.—In reply I am to inform you that your letter will be forwarded by the first opportunity, for the consideration of the Commander in Chief.

3.—At the same time the Commadore wishes to state that the programme of work to be carried out by the surveying vessels, is under the direction of the Hydrographer of the Navy, and that

the *Rambler* is at present employed on a survey of the Chusan Archipelago.

4.—I am further to add that before the Lighthouse on the Gap Rock is completed, the position of the rocks in the neighbourhood will undoubtedly be fixed.

I am, &c.,  
(Sd.) GEORGE W. WHILLIER,  
Secretary to Commadore.

F. Henderson, Esq., Secretary, H.K. General Chamber of Commerce.

HONGKONG GENERAL CHAMBER OF COMMERCE, Hongkong, 31st October, 1890.

SIR,—I am directed to acknowledge receipt of your esteemed communication of 6th inst. in reply to the Chamber's letter of 3rd inst. having reference to a Government notification of dangers to navigation existing in the neighbourhood of the Gap Rock Lighthouse and further to thank you for the information conveyed in the above favour and also for your kindness in promising to forward the Chamber's letter to the Commander-in-Chief.

The statement on the third paragraph of your letter that the programme of work to be carried out by the surveying vessels is under the direction of the Hydrographer of the Navy and that the *Rambler* is at present employed in a survey of the Chusan Archipelago suggests possible difficulties in the way of immediately fixing the position of the dangers above referred to.

In connection with this remark my Committee beg to point out that in the course of correspondence to the discovery of Pinnacle Rocks he stated when writing from Yokohama on 26th September 1889, that should Pinnacle Rocks be reported any of Her Majesty's vessels under my Command are fully capable of fixing their position accurately.

That the exact position of these dangers, situated as they are in the direct track of vessels approaching or leaving Hongkong, should be ascertained seems to my Committee to be of the utmost importance and they beg to request that you will kindly bring the matter to the early notice of Vice-Admiral Sir Nowell Salmon with the object that, should he see fit to do so, one of Her Majesty's vessels under his command might be detailed for this special service without delay.

I have, &c.,  
(Sd.) F. HENDERSON,  
Secretary.

H.M.S. "VICTOR EMANUEL," Hongkong, 27th October, 1890.

SIR,—I am desired by the Commadore to acknowledge the receipt of your letter of the 23rd inst. which suggests that one of Her Majesty's ships, not being a surveying ship, should fix the position of the rocks in the vicinity of the Gap Rock and to inform you that he has not considered the suggestion as being dangerous, in the sense urged in your letter, for they are situated so close to the Gap Rock, as not to be in the track of vessels approaching or leaving Hongkong.

I am further directed to acquaint you, that the Commadore had already requested the Commander of the *Rambler* to fix the position of these rocks on his arrival here.

I am to add with reference to the last paragraph of your letter that the ships on the South China Division, are at the immediate disposal of the Commadore for any service that he considers necessary, without reference to the Commander in Chief.

I am, &c.,  
(Sd.) GEORGE W. WHILLIER,  
Secretary to the Commadore.

THE SUNDAY LABOUR QUESTION.

A HOLIDAY FOR THE OFFICERS.

Pursuant to instructions received from the President of the British Mercantile Marine Officers' Association (Capt. Samuel Ashcroft, A.L.N.A.) I beg to forward you enclosed copy of the decision which the Chairman of the General Chamber of Commerce has kindly forwarded to me to-day, with regard to the cessation of labour on board ships in this harbour on Sunday; a subject which was discussed at some length at the Conference held at the City Hall on Friday the 17th ultimo.

By this decision it is clear, I may point out, that the officers of coasting and ocean-going vessels will shortly be exempt from labour on board ships loading and discharging cargo in the waters of this colony on Sunday.

Yours faithfully,  
CHESNEY DUNCAN,  
Hon. Secretary,  
British Mercantile Marine Officers' Association, Hongkong.

(Copy.)  
HONGKONG GENERAL CHAMBER OF COMMERCE, Hongkong, 31st October, 1890.

Captain S. ASHROFT,  
President,  
British Mercantile Marine Officers' Association, Hongkong.

DEAR SIR,—The Committee of the Hongkong Chamber of Commerce have given most careful consideration to the subject of Sunday Labour in this harbour, which your deputation brought so forcibly to their notice at the interview held on 17th inst. To assist them in coming to a conclusion, based on the widest views, the principal Members of the Chamber interested in the Shipping of the Colony were invited to meet the Committee to discuss the subject.

The unanimous opinion of those present was that it would be impolitic to ask the Government, as desired, to legislate specially to stop Sunday work in this harbour—the restriction being applied to vessels of all nationalities.

The Committee are of opinion that the Government could not legislate for the complete suppression of Sunday Labour in this Harbour as the questions involved are very serious and would affect injuriously all the shipping interests of the Colony, and particularly the large Chinese population connected therewith. Indeed if such a recommendation was formulated by the Chamber of Commerce the Committee are of opinion the Government would not legislate in the direction sought by your body.

The Committee look upon the question as one that rests solely between employers and employed. But they are pleased to state that during the discussion which ensued at the meeting a strong opinion was evinced that all European supervision for the loading and discharging of cargo during Sundays, by vessels engaged with the local coast trade, could be dispensed with if the officers elected. It therefore rests with individual officers in their respective employments.

With regard to Ocean Steamers, as distinguished from Coast, the matter appears to the Committee to be somewhat different. The incidence of Sunday work on officers in those services is less frequent than with the Coast. They may, and no doubt frequently do, escape Sunday in this port. While on the average duration of an Ocean voyage, say 4 months, an occasional Sunday work in Hongkong does not appear to the Committee to be an intolerable burden to officers. With Ocean vessels sailing at Hongkong the working of cargo in port on all days, must be considered one of the incidents of the voyage. Hongkong presents some peculiarities: It is not a terminus, the bulk of its Ocean traffic ends at Shanghai, where "bar" obstacles are met, and the loss of a day

in Hongkong might lead to most serious pecuniary sacrifice to shipowners.

The question therefore appears to the Committee to be reduced to the smallest proportions.

The Coast trade officers can obtain, without doubt, on individual application to their respective employers, freedom from supervising cargo work on Sundays, while officers of Ocean steamers' remedy rests also with their employers. The latter, while considering the officers' application for relief, will doubtless bear in mind the infrequency of the incidence of Sunday work occurring in this port, and the probable great loss they incur from delays in prosecuting their voyages if they concede the Sunday in this Harbour to their employees.

The Committee desire me to thank you for having brought the matter to their notice, and hope their efforts will result in the settlement of a question that has for some time troubled a section of the community.

I remain, Dear Sir,  
Yours faithfully,  
(Sd.) E. MACKINTOSH,  
Chairman.

CHINESE CURRENCY.

Messrs. Kelly and Walsh have just increased their library of Chinese lore by the addition of a brochure on "Chinese Currency," by Dr. Edkins.

The learned writer has investigated the subject with great interest, and there are some instructive passages, as will be seen from the following excerpts:—

"PAPER AND SILVER CURRENCY." The use of seals had extended much in China about two centuries after Christ, and this led gradually to a stamping silk, and skin for various purposes. Just at that time the manufacture of paper was introduced from the West and it was found to be an article capable of many common uses. This led the Taoists, for example, to multiply charms rapidly by stamping them on paper to sell to the superstitious either to hang on their doors or to carry with them when travelling. Commercial accounts were written on paper for convenience, and merchants and shopkeepers provided themselves with seals for stamping. They came into the habit also of stamping the paper before or after they wrote their figures and notes. This was the state of things when the establishment of the Caliphate on the Euphrates gave an impetus to eastern trade. The Chinese in the eighth and ninth centuries made much more silk than before, for foreign countries. The spread of the silk manufacture in Western regions did not put an end to the demand for the silk goods of China or for the unwoven silk. Neither Europe nor Western Asia could manufacture enough of their own silk to meet the demands of the markets.

The historian Robertson says of this period that the westernmost province of that empire, and conveyed their caravans in a march of eighty or a hundred days to the banks of the Oxus, where it was embarked and carried down the stream of that river to the Caspian. After a dangerous voyage across that sea and ascending the river Cyrus as far as it is navigable, it was conducted by a short land carriage of five days to the river Phasis, which falls into the Black Sea. Thence it was taken by ship to Constantinople. While such was the activity of trade by land there would naturally be a corresponding expansion of seaborne traffic from the seaports of China to India, and farther west. The three centuries of the Tang dynasty, at the close of which the Chinese empire was divided into a number of petty states, was a period of peace and prosperity. Trade flourishes when an empire is at peace. It was these circumstances combined which led to the invention of paper money in the Tang dynasty, and it was to the Chinese merchants and statesmen, particularly of the ninth century, that the credit is due in the first instance of employing paper money in the form of drafts payable at certain cities.

The author of the *31st Century* who died two centuries ago, says that before the Tang dynasty copper cash was the medium of exchange between government and people, and silver had never come into use. At that time silver was already introduced in South China, meaning by that term Canton and Kuangsi. It is a curious fact that at about A.D. 500 according to Chinese history, as examined by Ku Yen Wu, there were in regard to money circulation three belts of country. In the extreme south, gold and silver were in use, Canton being the centre of trade. In middle China, all along the Yangtze into Szechuan, it appears cash were used everywhere as the medium of exchange. All belts of territory with Canton, Kuangsi and Tonking were then ruled from Nanjing as the centre. In the North, which was under Tartar administration, copper, cash and grain were employed as a double medium of exchange. The effect of Tartar control was to favour barter and keep back the onward advance of monetary convenience. Even now soldiers are paid in grain when they are upon the old *reigins*, but the new drilled troops are paid in silver.

The silver which circulated by weight in Canton in A.D. 500 would be partly Burmese and partly what Arabian merchants and others brought from distant ports. The Arabian trade would certainly have a share in the introduction of silver by weight into the commerce of China in its southern provinces. We may say that the activity of the Arab merchants from the Han dynasty downwards. This is probably an instance of it.

According to a Szechow writer ancient statesmen saw the propriety of drawing a revenue of cereal products from one locality, of textile fabrics from another, and of coined money from a third. They did not see the need of a large issue of coins, except occasionally, when floods and drought compelled the adoption of this expedient. Nor did the Finance Minister in very early times limit money to silver, or to copper. Early in the Han dynasty, the commerce of China in its southern provinces, we may say, was the activity of the Arab merchants from the Han dynasty downwards. This is probably an instance of it.

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as an alloy, on account of the whiteness of that metal. This alloy of tin was doubtless intended to prevent all attempts at melting the imperial coins. The matter could only lose by the act, and it was not worth his while he would not place the coin in his melting pot. This seems to be a clear historical instance of silver coins lasting for a very short time. The million pounds bank-note of Samuel Rogers, which he displayed in the chimney piece of his breakfast parlour. It was more an object of admiration than of utility, in an age of luxury and gaudy show.

THE ORIGIN OF PAPER CURRENCY IN SEALS. The introduction of paper currency in China is very closely connected with the ancient history of printing. Those native authors who have referred to early passages which speak of the employment of seals by officers to give a money value to certain articles as the real commencement of paper currency have done quite right.

Grass, cloth, silk and paper all admit of an impression being made on them with ink or with vermilion. In fact, vermilion mixed with oil was the oldest printer's











# MAIL SUPPLEMENT.

## The Hongkong Telegraph.

No. 2685.

THURSDAY, NOVEMBER 6, 1890.

SIX DOLLARS  
PER QUARTER.

DEATH.  
On the 20th September, at Chester, Pa. U.S.A.  
LAFAYETTE LONDON BUSH.

The Hongkong Telegraph.

HONGKONG, THURSDAY, NOVEMBER 6, 1890.

### LOCAL AND GENERAL.

THE Knowlton boy-potting affair has been settled by Mr. Mahomed Arab handing over fifty Mexico's to the pa-pa of the slightly wounded urchin.

We are glad to learn that H. E. Liu Ming-chun, the energetic Governor of Formosa, who has been very ill of late, is now declared to be much better by his foreign medical advisers, Drs. Rennie and Angear.

A SHANGHAI contemporary states that Mr. Henrik Bohr, Chief Superintendent of the Imperial Chinese Telegraph Administration, has been nominated a Chevalier of the French National Order of the Legion of Honour, and also an Officer of the Imperial Annamite Order of the Dragon.

THERE is now being played at the Kado-no-Shibuya, the largest theatre in Osaka, a "dramatised novel by Mr. Bulwer," so runs the legend on the placards outside. It is a very well acted affair altogether. The lowest priced seat, says the *Hyogo News*, is \$3; the chief actor, Udanji receives \$2,000 per month; and \$30 is paid nightly for the use of a foreign piano. As the piece is advertised for twenty nights, the hire system in this case is more beneficial to the loaner than the hirer.

At the wind-up dinner between the cricket champions of Yokohama and Kobe on the 21st ult. the menu was as follows:—

Cricket Soup.  
Sole à la Pad.  
Top Score of Voltaire, aux Champions.  
Salmi de Curly Omelette.  
Innings de Beef à la Cover Point Peas.  
After Tiffin Galantine.  
Long-Leg Mutton.  
Umpire Turkey.  
Yorker Ham.  
Wicket Brans.  
Good Pitch Mushrooms.  
Pudding à la Butterfinger.  
Long Slip Chaudy.  
Blaser Jelly.  
Mixed Curry.  
Daisy Cutter Ice.  
Results. Coffins.

ONE of the most promising young members of the Police force, named McLean, No. 71, met with an untimely end in some mysterious way last night (4th inst.). He went on duty on Murray Pier at midnight, apparently all right, and shortly after six this morning was seen lying at the bottom of the water near the steps. The Chinese who discovered him gave the alarm, and an officer in the A. and S. Highlanders got the body out with a boat hook. A doctor was signalled from H.M.S. *Rattler*, but poor McLean was beyond his aid, having apparently been in the water since 12.40, at which time his watch had stopped. He had a gash on his forehead, and his revolver was lying on the pier, but there was nothing to show how he had met with his death—he might have fallen over the edge whilst drowsy, although there was a theory afloat that some drunken sailors had assaulted him and pushed him over. He was a little light-headed, owing to erysipelas, contracted after being injured whilst on duty in Queen's Road West, and the first theory is probably correct. A magisterial inquiry will shortly be held into the occurrence.

AFTER all the expectations, anticipations, and rumormongers that have been expressed during the last two or three months, says the *Straits Times*, it is a matter for congratulation on all sides to know that it has at last been definitely arranged for representative cricketers from both Colombo and Hongkong to visit Singapore at the end of December. We have been informed that tennis will form an additional feature of the visit, and in this game, both colonies will send players. Rowing, however, seems to have given in the case of the Ceylon people, the matter is still *status quo*; but as regards Hongkong the challenge is far forwarded on to the Hon. Secretary of the Victoria Club, and there at present the matter rests. Seeing the drabbling Singapore received at Hongkong in the majority of the aquatic portion of the programme which was discussed during the very pleasant visit in January last, the least Hongkong can do is to give us a chance of recovering lost honours on our own ground. But anyhow, if the rowing and sculling are withheld, the programme will be a very large one, and if the Singapore people entertain their visitors at Hongkong entertained the Singapore teams, then the visitors will have occasion to remember their spell in Singapore. The Colombo representatives have arranged to arrive here by the mail on the 30th or 31st December, and the China mail arrives on the same day, and arrangements are being made with a view to get both here at the same day. It is not too early for Singapore to begin to think about its cricket; rowing; amateur theatricals; balls; smoking concerts and other amusements to keep up the round of enjoyment.

### SUPREME COURT.

#### IN APPELLATE JURISDICTION.

(Before the Full Court.)  
November 4th, 1890.

#### THE MARINE LOT QUESTION.

In the case of the adjourned application made by Mr. Francis, O.C. (represented by Mr. Mosson) on behalf of the Hon. T. Ryrie, for an interim injunction to restrain the Government from proceeding with the scheme authorized by the *Praya Reclamation Ordinance of 1889*, the decision of the Full Court was delivered this morning.

Sir James Russell said the Court had considered the application very fully, and thought it ought to grant a rule nisi as applied for, making it returnable on Wednesday the 13th instant, so that time might be given to the defendant (the Attorney-General) to file any affidavits he might deem necessary.

Mr. Francis, O.C., said their lordships would understand that the rule nisi was applied for to show cause why an interim injunction should not be issued, and that he had mentioned to the Court on a previous occasion why he had

put in his application in that form, instead of insisting on an interim injunction.  
Sir James Russell—Yes, we understand, it is simply a rule nisi to show cause why an interim injunction should not be issued. We shall make it returnable on Wednesday at 10 a.m.  
The Court then adjourned.

### THE WRECK OF THE YACHT "NYANZA."

A Marine Court was held at the Harbour Office to-day (5th inst.) to enquire into the circumstances attending the wreck, near Ponape, in the Carolines, of the British yacht *Nyanza*, owned by Captain Dewar, in which he and his wife were making a trip round the world. The Court was constituted as follows:—Commander Ramsey, R.N., president; Captain W. B. Sabauy, steamship *China*; Captain J. Mooney, steamship *Riverside*; Staff Commander Stevens, R.N., *Esanah*; and Captain C. Walton, steamship *Phra Wang*. Mr. Hastings appeared on behalf of the owner.

Captain James Cunningham Dewar stated that he was the owner of the British yacht *Nyanza* of Glasgow, and had a crew of 11 all told. They were bound to the Island of Ponape from Kusaie, which place they left on the 21st of July last, and sighted Ponape on the morning of the 28th of July. At noon on that day the position of the ship was 6° 16' north 158° 53' west, with light and variable winds all day. At 10 p.m. on the 28th he went to bed, and was awakened at 11 a.m. by the ship striking. He immediately went on deck and found the ship aground on a coral reef, which was being gradually driven higher and higher upon and in about 20 minutes after striking, the masts and rigging were lowered, Captain Carrington ordered the boat to be lowered, and the vessel was towed to the Spanish colony at Jamestown with about 16 men. Witness left in the life boat with Mrs. Dewar, but after getting a short distance from the ship, noticing that the lights were still burning on board, he went back and put them out, and while there discovered that one man had been left on board, having been down below when the other men left. He brought him off with them. The mate was transferred from the Captain's boat to his, and Mrs. Dewar given in charge of Captain Carrington, to be taken to the Jamestown, while witness remained with the ship. As soon as it was daylight they went on board, and commenced saving what things they could, and about 2 o'clock in the afternoon Captain Carrington returned with a number of Spaniards, who gave some assistance until dark, but when asked to stay and guard the ship at night they refused to do so, and the natives then came on board, plundering everything they could find. The crew were about four days working at the ship, leaving her each night, and going to the settlement. The crew was eventually put on board a Spanish transport bound for Manila, and the yacht was sold as she lay, with everything belonging to her. She was on a voyage round the world at the time. Captain Carrington was shipped at San Francisco on the 28th of February, 1889, as sailing-master, and the entire navigation of the ship was left to him. While at Kobe witness became somewhat dissatisfied with him having heard dinner parties aboard the ship during his absence, and using a large amount of stores etc. At Marshall Islands Capt. Carrington told witness that he wished to leave the ship there, as he did not find himself very comfortable on board. Witness suggested that he should go on to Ponape. About 20 minutes after the ship struck witness went on deck and saw the Captain who was standing on the reef, fully dressed. Witness asked him to take the life-boat with Mrs. Dewar and the Captain went in the launch with the rest of the men. After they had been in the boats for a short time witness shouted to the Captain that he did not think it was right to leave the ship in the way they were doing, and Carrington asked why not? Witness replied because the natives would plunder her, and he concluded to remain by her with the mate. The ship struck about one and a half miles from shore, which distance was afterwards verified by the Captain of the Spanish transport. The usual observations were taken twice a day by the captain and chief officer, and later witness used to take them himself, for practice. The observations were never verified, the usual way, after the noon observations had been taken. Twenty-four hours previous to striking there was little or no current; previous to that they had experienced strong variable currents principally to the westward, which from the 1st until the 28th were 15 to 30 miles per day. After leaving Japan the yacht met with an accident, having been taken too close to the shore and bumped when swinging to her anchor. Witness considered that Captain Carrington was responsible for that. The register and logbook of the ship had been lost. Witness was entered on the register as master, and there was no master entered on the articles. Previous to the employment of Captain Carrington he had had a man by the name of Robert Hunt, but who, while they were at Honolulu, was tried for drunkenness by a Naval court and dismissed. From Honolulu to San Francisco a Captain Holland took command, merely for the trip. The reason why he had not had Captain Carrington entered on the register was because he had had so much trouble with the previous register himself as master. He did not consider having himself on the register as master was taking any responsibility on himself, as it was a common practice at home, and he explained to Captain Carrington that it was only a form, and that everything would be left to him. The position of the ship, which witness previously gave, was taken from a card which the Captain made out each day. Witness had no conversation with the Captain with reference to the navigation of the ship the night of the wreck. All orders were given by the Captain for the lowering and manning of the boats etc.; witness was not consulted in any way with reference to leaving the ship in the first place. Witness said he would remain on the ship until all hands were in the boats, but the Captain said there was no use for that, and all hands left the ship about the same time. Nothing was ever said to Captain Carrington for what witness considered was misconduct, during witness's absence for four months. The facts had been reported to him by some one else. The Captain was perfectly sober when witness saw him on deck after the ship struck.

John Carrington said he held a master's certificate, granted in Liverpool, but he had been lost in the yacht along with his other papers. He was shipped in the *Nyanza* at San Francisco as sailing-master, and he actually navigated the ship while at sea. During the afternoon of the day they grounded, there were not more than three miles between the ship and the reef. He was unable to give the exact bearings of the ship, owing to the

absence of his papers, which had been plundered along with his other things during the time he was away from the ship. Land had been in sight since day-light of the day they struck. They did not take bearings on the afternoon previous to striking, owing to heavy rain, and they did not take sights because she had not made over three miles from the time the last sights had been taken, and he had depended on taking bearings later on. Witness was on deck until about 9.30; during that time the ship was making from 2 to 3 knots, headed W. by N. from noon until midnight. It was clear at 9.30, with the exception of here and there a light rain squall, and the island could be seen quite distinctly. The left in charge when witness went below, and had instructions to call witness a little before 12 o'clock, which he did, and witness, going on deck, satisfied himself that the ship was 8 to 10 miles from the land and running parallel with it. To make sure he altered the course to W. N. W., thus throwing her still further off the land. Witness then went below again, and was just lightly asleep when he felt her bump on the reef about fifteen minutes past one. Going on deck, he found the vessel abreast on the reef with all sails set. He at once ordered down all the sails but the jib, which was left starboard side until her masts were almost in the water. Capt. Dewar came on deck shortly after and asked witness what he thought of it, and witness advised him to go below and get his valuables, etc., together, as she was hard and fast on, and in the meantime witness got the boats ready. All hands were ordered into the boats, but after getting a little distance away Capt. Dewar halted witness and said he thought one of them ought to remain near the ship till morning. It was then arranged that witness should go to the Spanish colony, as he spoke Spanish, and get all the assistance he could and come back the morning while Captain Dewar and the mate remained with the ship. Witness arrived at the port about seven o'clock in the morning and returned to the ship about two o'clock the same day with about 20 or 30 men in four large boats. He did not think the vessel made any water the first day, but three days after he noticed that she was fast breaking up. They worked three days at her, returning to the port every night, and when they left her the keel was knocked off and her beams all bent. The hull was sold to a dealer for \$125.

Cross-examined by Mr. Hastings—He took an observation, last, at noon on the 28th July. After that he set the course W. by N. and the vessel was on a voyage round the world at the time. He did not notice Sugar Loaf Hill on the island that afternoon. If he had been close enough to take cross-bearings from the Hill, had it been distinctly visible he would have done so, but as a matter of fact the ship was too far off for that purpose to be carried into effect. When he came up before midnight, he thought the ship was 8 miles off the land. He did not hear any breakers if he had he would not have gone below. (Asked to think again and hear.) He did not hear any breakers that night. He did not take his papers off the ship. His portmanteau was put in one of the boats, but not the bag containing his papers. It was with great difficulty that the boats were cleared away from the ship's side. The chief officer should have relieved the watch at midnight but, being late, witness instructed the second mate to give him the course. He believed that the ship, having been set 3 miles inshore and in reef being 4 miles out of position by the chart, led to the wreck. As far as it was possible he verified the position of the reef after the yacht was wrecked.

To the President—The *Nyanza* belonged to the Royal Northern Yacht Club. She was well found in all respects.

Andrew Burrows, able seaman, said: he remembered coming on deck (on watch) at midnight. His station was on the fore-castle-head. When the ship went hard and fast ashore he was "told off" to the life-boat. Captain Carrington handed him a black bag and said "look after this bag, it has my papers" (correcting himself) the captain said "pass this into the boat, it has my papers." Witness never saw the bag again after landing it into the boat. He said his papers were in the look out he could see the land, but no breakers.

Robert Joyce, mate, said he joined the *Nyanza* in Vancouver, and was on board when she was wrecked.

Cross-examined—He remembered the sights being taken on the 28th July last. The currents were not variable. The course was always set by the captain. At 6 o'clock that afternoon he could see the land plainly. He got bearings from the land, but had forgotten the results. He did not know whether or not the captain took cross-bearings that afternoon. At the time of the wreck witness was on watch, the course given to him being W. N. W. Shortly after he went on deck it came on thick with torrents of rain. After about half an hour the weather lifted, so he tried to get bearings of the land. Just at that time the carpenter came up and reported that he could see the bottom. Witness at once put the helm hard over. Instead of answering she slowed to port, and he had the boom put over so as to put the ship, if possible, on the starboard tack. This was done in accordance with the captain's orders, and he had often suggested to the captain that he might do well to take sights at sunrise and sunset, but he did not do so. Later they could not make their calculations agree—some days witness would be as much as two miles out, as compared with the captain's working. Witness thought that was very strange, and asked the captain if there was anything the matter with him to which query he replied that "he was worried and put about." Witness never saw a chart all the time he was in the ship. The captain said he could not have him skulking about the saloon, where the charts were kept.

To the Court—Witness took bearings he entered them in the log, but neither reported them to the captain or marked them on the chart. He did not even report to the captain that he had taken bearings. For all the good his bearings and cross-bearings were: they might as well have been at the bottom of the sea. He could not account for the ship going off to port when he put the helm up. She was not ashore at the time, he might have been the effect of the current. Witness was on good terms with the captain up to the time the ship was abandoned. He did not confer with him before he left the ship, after she struck. He did not know what the captain had been doing on the night of the wreck.

Witness said he was on the reef with the mate, and the vessel was fast breaking up. They worked three days at her, returning to the port every night, and when they left her the keel was knocked off and her beams all bent. The hull was sold to a dealer for \$125.

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with the captain ever since the loss of the ship, but the "coolness" had nothing to do with the cause of the loss of the vessel. The captain never consulted with him about the navigation of the ship in any way whatever; he did not even mess together. Having been chief of a vessel before, witness knew that it was usual for a commander to consult with his chief officer about the navigation of his ship, generally. As regards the discrepancies in the working out of sights, between himself and the captain, it was only in the working out (figuring) that the captain made mistakes. Witness never asked the captain to let him see the chart. On the afternoon of the 28th July witness did not see the chart. He had occasionally been shown the chart by Captain Dewar. The last time he saw it was on the morning of the 28th July, when Capt. Dewar brought it on deck. When he went on deck at 6 o'clock that night he did not know where the ship was or how the reef was situated—he took no pains to find it out either.

To Captain Senbury—He thought the captain would not have refused to grant him an examination of the chart before the day of the wreck.

To Mr. Hastings—The letter, produced, of the 20th July, 1890, was received by witness from the Captain after leaving the Marshall Islands. It certified that he, witness, was "a splendid navigator."

To the President—The captain had very good opportunities of judging that he (witness) was "a splendid navigator," although he never made use of his observations.

To Commander Stephen, R.N.—He did not know that he had a perfectly legal right to examine the ship's charts for the purpose of verifying the position, in his own interests—to save himself in the event of a mishap and subsequent Court of Inquiry.

The Court, after a lengthy deliberation, delivered the following:—

WE find that the schooner yacht *Nyanza*, of which James Cunningham Dewar was owner, and John Carrington sailing master, the No. of whose certificate is unknown, being lost with the ship, was on or about July the 28th lost on a voyage from Kusaie, Carolines, to Ponape, in same group.

The *Nyanza* was a vessel of 130 tons Lloyd's Regt. and 218 tons yacht measurement. She was a composite built vessel belonging to the Royal Northern Yacht Club.

From the evidence before the Court it appears that the vessel was well found, sufficiently manned and seaworthy.

That between the 21st and 28th July light easterly winds with variable currents had been experienced. On the 28th of July at noon the ship was placed by observations made by the owner, the sailing-master, and first mate in lat. 6° 56' North and long. 158° 53' West, which position placed her 32 miles east & west of the island of Ponape.

During the afternoon of that day light airs from the East were experienced and a N.W. course was steered till midnight when it was altered to W.N.W., but there is nothing to confirm the position of the ship at that time.

About 10 a.m. on the 29th July the vessel struck on the reef on the N.E. side of the island and eventually became a total loss.

The log, chart, etc. being lost, the Court has no means of verifying the different positions of the ship and must therefore be guided entirely by the evidence.

The mate, a certificated officer, was on deck in charge of the watch after midnight, but he did not know where the ship was with reference to the reef, as he says he never saw the chart and did not ask to see it.

Soon after she struck the captain came on deck, the sails were clewed up, and the boats got out, but nothing further was done to save the ship.

The Court having regard to the circumstances before it is of opinion that the master was in error in that he did not exert himself to verify the position of the ship on the afternoon of the 28th; further, that he did not remain more constantly on deck on the night of the 28th before the ship struck.

Further, we are of opinion that steps should have been taken, either by letting go an anchor or any other means to prevent the ship driving further on the reef; and the Court are unable to agree with the Master in his opinion that this would have been of no avail. On the contrary, they think that it might have been the saving of the ship.

Also we are of opinion that after obtaining help some attempt should have been made to get the vessel off. We recognise that there existed difficulties, and are not prepared to say that these could have been overcome, still we think that an attempt should have been made.

These errors of the Master we do not consider amount to wrongful acts or defaults; and we therefore do not deal with his certificate; but we think it will be well for him to avoid like errors in the future.

The Court must express the opinion that the services of the 1st mate, Robert Joyce, do not appear to have been much use in the navigation of the ship, and that if the cross-bearings taken by him in the afternoon had been made use of it is possible that it might have averted the disaster.

### SHANGHAI RACES.

(By Telegram.)

Stewards:—J. M. Ringer, Esq.; A. McLeod, Esq.; W. Howie, Esq.; Jno. MacGregor, Esq.; O. Schuffenhauer, Esq.; Robt. Mackenzie, Esq.; and H. J. H. Tripp, Esq.

#### FIRST DAY—MONDAY, 3RD NOVEMBER.

THE MALOO PLATE, value, Tls. 100; for China Ponies; weight for inches as per scale; entrance, Tls. 5. Half-a-Mile.

Mr. Sassoon's dr. Hollyhock, 11st. 12lb. 100. The CRITERION STAKES, a Sweepstakes of Tls. 10 each, with Tls. 100 added; for China Ponies, weight for inches as per scale; second Pony to save his stakes. One Mile.

Mr. Sassoon's sk. Hero, 11st. 12lb. 100. THE MAIDEN STAKES, value, Tls. 200 and one-fourth of the entrance fees; Second Pony to receive one-fourth of the entrance fees; for China Ponies that have never run at any meeting; weight for inches as per scale; entrance, Tls. 10. Three-Quarters of a Mile.

Mr. Ring's dun Orange Peel, 11st. 12lb. 100. THE RACING STAKES, a Sweepstakes of Tls. 10 each; for China Ponies; weight for inches as per scale; griffins at date of entry allowed 7lbs. One Mile and a Quarter.

Mr. Sassoon's gr. Zephyr, 11st. 12lb. 100. THE JOCKEY CUP, value, Tls. 100, for China Ponies that have never won a race, to be ridden by Jockeys who have never had a winning mount before this meeting, weight for inches as per scale, entrance, Tls. 5. One Mile.

Mr. Ring's sk. Soudan, 11st. 12lb. 100. THE CLUB CUP, value, Tls. 100, added to a Sweepstakes of Tls. 5 each, for China Ponies, weight for inches as per scale, griffins at date of entry allowed 7lbs. Two Miles.

Mr. J. D. Humphrey's ch. Volcano, 11st. 12lb. 100. THE SYCEE STAKES, value, Tls. 100, added to a Sweepstakes of Tls. 5 each, for China Ponies, weight for inches as per scale, griffins at date of entry allowed 7lbs. winners at this meeting, 5lbs. extra. One Mile and a Half.

Mr. Sassoon's gr. Eureka, 11st. 12lb. 100. THE HACK STAKES, value, Tls. 100, for China Ponies (without the restriction to that specified in Bye-Law No. 11) not otherwise entered at this meeting, and that have never won a race, weight, 10st. 12lb. entrance, Tls. 5. Once Round.

Mr. John Peel's ch. Merry Christmas, 11st. 12lb. 100. THE WHANGPOO STAKES, a Sweepstakes of Tls. 10 each, for China Ponies, being *bona fide* griffins at date of entry, weight for inches as per scale, winners of a race, 7lbs. extra. One Mile and a Half.

Mr. Middy's gr. Nero, 11st. 12lb. 100. SECOND DAY—TUESDAY, 4TH NOVEMBER.

THE NORTHERN CUP, value, Tls. 100, for China Ponies; weight for inches as per scale; winner of the Maloo Plate, 10lbs. extra; entrance, Tls. 5. Half-a-Mile.

Mr. John Peel's bay Gerald (late Gerald), 11st. 12lb. 100. THE SHANGHAI ST. LEGER, a Sweepstakes of Tls. 15 each, with Tls. 100 added, First Pony to receive 75 per cent.; Second Pony to receive 25 per cent.; Third Pony to receive 10 per cent., for China Ponies that have never been raced previous to the 1st January, 1890; weight, 10st. 7lbs. ponies over 14 hands to carry 3lbs. extra for every inch over; winners of one race, 5lbs. extra; two or more races, 10lbs. extra. One mile and three-quarters.

Mr. Sassoon's sk. Hero, 11st. 12lb. 100. WON in a walk.

THE CHINA CUP, value, Tls. 100, for China Ponies, being *bona fide* griffins at date of entry, that have never been in Shanghai prior to 1st August last, weight for inches as per scale; winners, 5lbs. extra, entrance, Tls. 5. One mile.

Mr. Mustard's blk. Black Silk, 11st. 12lb. 100. THE EXCHANGE PLATE, presented by Bankers and Brokers, value, Tls. 100. Second Pony to receive 75 per cent. of the Stakes, Third Pony 25 per cent., weight for inches as per scale; griffins at date of entry allowed 7lbs. winner of the Club Cup 7lbs. extra, entrance, Tls. 5. Two miles.

Mr. H. Sylva's gr. Home Guard, 11st. 12lb. 100. THE AUTUMN CUP, value, Tls. 100, for China Ponies, weight for inches as per scale; entrance, Tls. 5. Three-quarters of a mile.

Mr. Sassoon's gr. Hollyhock, 11st. 12lb. 100. Mr. Sassoon's dun Susewind, 11st. 12lb. 100. THE PAGODA CUP, value, Tls. 150; Second Pony, Tls. 50, for China Ponies, being *bona fide* griffins at date of entry, weight for inches as per scale, winner of the Whangpoo Stakes, 7lbs. extra, entrance, Tls. 5. One mile and a half.

Mr. Sassoon's gr. Sycee, 10st. 12lb. 100. THE LYAMA MIAU STAKES, value, Tls. 100, for China Ponies, weight for inches as per scale, winners of one race, 7lbs. extra; of two or more races, 12lbs. extra; griffins at date of entry allowed 5lbs., entrance, Tls. 5. One mile.

Mr. Waveny's blk. Noirmont, 11st. 12lb. 100. THE SHANGHAI STAKES, a forced entry of Tls. 5 for all Ponies entered at this meeting except those in the Hack Stakes, First Pony to receive 75 per cent.; Second Pony, 25 per cent.; Third Pony, 10 per cent.; weight for inches as per scale. One mile and a half.

Mr. Sassoon's gr. Eureka, 11st. 12lb. 100. THE MONGOL CUP, value, Tls. 150, for China Ponies being *bona fide* griffins at date of entry, weight for inches as per scale, winners of one or more races of over a mile, 7lbs. extra for each race won, entrance, Tls. 5. One mile and a quarter.

Mr. Middy's gr. Nero, 11st. 12lb. 100. THIRD DAY—WEDNESDAY, 5TH NOVEMBER.

THE FLYAWAY PLATE, value, Tls. 100; for China Ponies; weight for inches as per scale; entrance, Tls. 5. Seven Furlongs.

Mr. Waveny's blk. Noirmont, 11st. 12lb. 100. THE PARI-MUTUEL CUP, value, Tls. 200, added to a Sweepstakes of Tls. 10 each; second pony to receive 50 per cent., and the third pony to 20 per cent., of the Stakes for China Ponies; weight for inches as per scale; griffins at date of entry allowed 7lbs.; non-winners and winners at this meeting, 7lbs. extra. One mile and a half.

Mr. Sassoon's gr. Eureka, 11st. 12lb. 100. THE CHAU-SHANG-KU CUP, value, Tls. 100, founded by the directors and employees of the C. M. S. N. Co., for China ponies that have never run at any meeting in China or Hongkong previous to date of entry at each meeting, to be won at two consecutive meetings, or three times in all by ponies; the *bona fide*

property of the same owner or owners; weight for inches as per scale; entrance, Tls. 10; 80 per cent. of the entrance fees to go to the winner until the Cup is won, when the second pony shall receive same; the remaining 20 per cent. to be allowed to accumulate, and the accumulation in excess of Tls. 500 (to be retained for a new Cup) is to be paid to the winner. One mile.

Mr. Sassoon's gr. Sycee, 10st. 12lb. 100. THE MANCHU STAKES, a Sweepstakes of Tls. 5 each, with Tls. 100 added, for China Ponies that have run and not won a race, First Pony to receive 70 per cent.; Second Pony, 20 per cent.; Third Pony, 10 per cent., weight for inches as per scale. One Mile and a Quarter.

Mr. Chantrey's wh. Autocrat, 11st. 12lb. 100. THE COSMOPOLITAN CUP, value, Tls. 150; Second Pony, Tls. 50 for China Ponies, weight for inches as per scale, winners at this meeting of one race, 7lbs. extra; two races, 12lbs. extra; three or more races, 15lbs. extra entrance, Tls. 5. One Mile and Three-Quarters.

Mr. J. D. Humphrey's gr. Vigour, 11st. 12lb. 100. THE CONSOLATION CUP, value, Tls. 100, for ponies that have run at this meeting and not won a race, and been entered otherwise than in the Shanghai Stakes, weight for inches as per scale, entrance, Tls. 5. Once Round.

Mr. Chouffeur's gr. Elegant, 11st. 12lb. 100. THE CHAMPION SWEEPSTAKES, a forced entry for and open only to winners at this meeting; optional for this winners of the Consolation Cup and the Hack Stakes, not exceeding 14 hands 3 inches in height, weight for inches as per scale, entrance, Tls. 10, winners of two races, Tls. 15 extra; of more than two races, Tls. 40 extra. One Mile and a Quarter.

Mr. Sassoon's sk. Hero, 11st. 12lb. 100. THE GRAND NATIONAL STEEPCHASE, value, Tls. 150, for China Ponies, Second Pony, Tls. 50, weight for inches as per scale, winners of a Steeplechase at any previous meeting in Shanghai, 5lbs. extra, non-winners of a Steeplechase allowed 5lbs. extra, entrance, Tls. 5. Twice Round. A Course selected by the Stewards.

Mr. Middy's dun Kingcraft, 10st. 12lb. 100. THE RISKS OF CHINESE TRAVEL.

III.

The gauge of a Chinese cart axle, like everything else Chinese, is variable. Those carts in use in Chihli differ greatly in the length of the axle from those used in Shantung. The cart which traverses the Imperial Highways has a gauge often six inches narrower than that used on local roads; to the frequent inconvenience of the traveller. The widest gauge with which we are acquainted is in the central part of the province of Shansi, and the gauge changes in the mountains which separate that province from Chihli. Every cart passing over that formidable range, rightly termed a "highway" is obliged on arriving at this point to provide himself with a new axle. Sometimes a cart is observed which is provided with an extra axle in case of accident. How these differences of gauge originated is not easy to understand, although it is not difficult to see whose interest it is to keep up the arrangement. A Shansi inn-keeper who was applied to by the writer for information on this matter explained that it was necessary that the carts north of the capital of that province should have shorter axles than those on the plain of Taiyuan Fu, as the rails in the roads to the north are nearer together. The gauge of a cart bears an important relation to the stability or otherwise of its equilibrium. To the foreigner who simply takes a Pekin cab for an hour, this may seem a matter of minor importance, but to the traveller who has occasion to make journeys of thousands of miles in Chinese carts, for months together, the gauge of his cart has an interest of its own. It is a familiar proverb that as a man never knows when he may die, in like manner there is no knowing when a cart will overturn. The one proposition is as indisputable as the other. Many experienced travellers doubtless escape unscathed altogether. In the volumes already quoted, Dr. Williamson mentions that after having been dragged about all over North China with no overtures to his safety, he presented his summary dismissal from the position of chariotier who ingeniously contrived to overturn his cart under all possible circumstances, to the great damage of the vehicle and the great inconvenience of his passengers. If a cart is well packed, there is not so much risk to the occupant from an upset as might be anticipated, unless indeed this takes place on the edge of some steep place, where the danger may be very great. Travellers are sometimes compelled to go abroad during the summer months, when heavy rains often swell the streams, inundating extensive regions, obliterating familiar landmarks. At such times the Chinese, with the accumulated experience of ages, generally refuse to stir at all. We have known cases in which a cart was inadvertently driven off the edge of a bridge which was wholly covered by water, to the serious injury of the occupant. In other cases incautious travellers have tried to cross



